

# Victoria Daily Times.

Vol. 24.

VICTORIA, B. C., TUESDAY, NOVEMBER 17, 1896.

N. 66.

## JUST IN

SOME LOVELY THINGS FOR PRESENTS IN

O GONGS ★ ★ ★ ★ ★  
A CRUETS ★ ★ ★ ★ ★  
K INK STANDS ★ ★ ★ ★ ★  
BISCUIT TRAYS ★ ★ ★ ★ ★

And a variety of Pretty and Useful Articles. Stock Large. Prices Low.

Challoner, Mitchell & Co.

THE JEWELLERS, 47 GOVERNMENT STREET.

## Seasonable...

One  
Hundred  
Pairs  
Full  
Size  
Grey

## Blankets

Price  
Per  
Pair

\$1.25.

Remember  
Only  
100  
Pairs.

## The Westside.

Nov. 18th.

J. HUTCHESON & Co.

## Foot Prints in the Sands of Time...



For others to follow. We are meeting all competition. No use buying wholesale, that is a day of the past, nothing in it. We are retailing at jobbers' prices. We have got them at last—Raisins, Currants and Peel. Look out for us, we have a corker in prices. Everything A 1, or your money back and no kick.

Finest Creamery Butter, 25c  
Finest Dairy Butter, 2 lbs. for 35c  
Cowan's Butter, 35c  
Flour up another peg. Hams and Bacon ditto.

Dixie H. Ross & Co. Government Street.

## The Queen of Autumn

Come and see our annual display of

CHRYSANTHEMUMS

McTAVISH'S, 9 Park Road.

Best Wellington Coal.

2,000 lbs.

\$5.00.

Can be weighed on City Scales when ordered. City weighing fees etc. charged.

Good Cord Wood For Sale, \$3.25 per Cord

J. E. PAINTER,

25 Cormorant Street. Victoria, B.C.  
Cash must accompany all orders.

## Collar Yourself

comfort-including, stylish collars. We've got that kind, our stock of collars being increased by the arrival of a large consignment of German collars in all the new shapes. More novelties in neckwear expected shortly.

S. SEA, JR.

35 Douglas Street, Oddfellows' Block.

## SAUSAGE

We supply no stores in the city. Our superior Cambridge Sausage is to be had only at our own store, 33 Government Street.

BEATY & CO.

## "PIN YOUR FAITH"

# TAMILKANDE TEA

This brand is a blend of Ceylon, Darjeeling and Breakfast Blend—the choice growth of three countries.

TRY IT  
AND TELL YOUR FRIENDS.

ALL GROCERIES

And You Will  
Not Be  
Disappointed.

Tamilkande Tea Co.,  
MONTREAL.

Simon Leiser & Co.  
Agents,  
Victoria.

50,000 SHARES

## NOVELTY

GOLD MINING COMPANY

Sold in Toronto in two weeks at 10c. The price is now raised in that city to 15c. This property is in the company of all the best mines on

RED MOUNTAIN, ROSSLAND

We have 3,250 shares at the old price. Tea Cents.

The shares in the  
BRITISH CANADIAN

GOLD FIELDS  
COMPANY

are selling rapidly, and the Company will soon raise the price to 15 and 20 cents. It is possible they may be taken off the market altogether. Price for a few days, 10 cents.

HERBERT CUTHBERT, Western Manager.

NEW ADVERTISEMENTS.

WANTED—General servants must understand plain cooking; good wages. Apply 1123 Broadway.

GENUINE PORK SAUSAGE—Best in the city, the brand, made fresh every day, 3 lbs. 50c; new bacon, 1 lb. 10c. Robert Keeler, City Market.

LECTURE by Mr. Wm. Greig on "Musical Odds and Ends," will be given in the Assembly Room of South Park School, on Thursday, November 19th, at 8 o'clock. Admission free, a book (old or new) for the School Library.

LOST—Irish setter dog, in Mering Ridge. Finder will please return to 69 Pandora Ave. Any one found harboring same will be prosecuted.

WANTED—300 cords dry wood wanted to be shipped by rail or scow. Apply to "K. P." P.O. Box 207.

WANTED—A young woman with a situation at light housework; a good home preferred to high wages. Address "A. M." Times office.

JAPANESE BOYS want work of any kind. Apply Yoshida, 179 Cook St.

FOUND—A row boat. Owner can obtain same by proving property and paying expenses. Apply to Stewart Hutton, Victoria West.

COAL—\$5 per ton, delivered; weight guaranteed. Munn, Holland & Co., 313 Broad Street.

SHINGLES FOR SALE—Munn, Holland & Co., Broad Street, opposite the Drift.

B. C. Pioneer Society.

All members are desired to assemble at Hall, Broad Street, to-morrow (Wednesday) at 2:30 p.m., to attend the funeral of our late member Wm. Craft.

By order.

A. GRAHAM, Secretary.

The Officers and Members of

Columbia Lodge No. 2, I. O. O. F.

Are requested to meet at their lodge room, Douglas Street, on Wednesday, the 18th inst., at 2:30 p.m., for the purpose of attending the funeral of our late member Wm. Craft.

Members of sister lodges and returning brethren are invited to attend.

By order of the Noble Grand.

R. W. FAWCETT, Rec. Secretary.

THE MAYORALTY

1897.

TO THE ELECTORS OF VICTORIA.

As many of you are kind enough to desire me to become a candidate for re-election next January, to the office of Mayor, I place myself in your hands, respectfully asking your influence and vote.

I shall take an opportunity before the election takes place to speak upon civic affairs, feeling convinced that with your assistance beneficial changes can be attained.

ROBERT BEAVER.

Victoria, 14th November, 1896.

VICTORIA THEATRE

ONE NIGHT ONLY.

Saturday, November 21st.

MERRY

KATIE EMMETT.

In her famous play

The Waifs of New York

With its wealth of Novelties, Scenic and Photo-Dramatic Effects. The original of all Bowery Plays, dealing with Life in the Great Metropolis.

PRICES: \$1.00, 75c, and 50c. Seats on sale

Jameson's.

## BOUNDARY TREATY.

To be Signed at Washington by the British and Venezuelan Ambassadors.

Oxford and Cambridge Men Secure Most of the Civil Service Places.

British Guiana to Disestablish Both Anglican and Presbyterian Churches.

London, Nov. 17.—It is understood that the next step in the Venezuelan affair will be that Venezuela will empower her plenipotentiary to settle and sign with the British plenipotentiary a treaty referring the matter to arbitration. It is suggested that the treaty be signed in Washington.

Oxford men won fifty-six and Cambridge men twenty-six out of ninety-four Indian and Home civil service places open to public competition in England. One result of making it easier for university men to enter the public service is a falling off in the number of candidates for the university-honor examination. Civil service candidates give up their last year to cramming for the special examination, instead of attending their college work, contenting themselves with pass honors.

British Guiana intends soon to disestablish the church. At present it has two established religions, the Anglican and the Scottish Presbyterian, while the government also helps the Methodists and the Roman Catholics. The colonists think that \$100,000 a year is too high to pay for what they receive. The legislature has extended the present system for eighteen months only instead of the usual seven years.

NEW ADVERTISEMENTS.

A.O.U.W. HALL.

To-morrow (Wednesday), November 18th, at 8 p.m., in connection with the work of the Salvation Army.

PUBLIC MEETING

will be held, where addresses will be given by Rev. Bishop, Cridge, Rev. Dr. Campbell, Rev. W. L. Clay, Senator McIntosh, and others. Music will be furnished. The public cordially invited. Sir Henry Cressie in the chair.

R. CLARK, Adjutant.

RECEPTION

HON. MR. TARTE

View Street, on

Wednesday Ev'g, 18th inst. at 8:30 o'clock

when an address of welcome will be presented to Hon. J. Israel Tarte.

GEO. RILEY, President.

R. L. DRURY, Secretary.

SALE OF MINING PROPERTIES

By Order of the Mortgagee.

Under and by virtue of the power of sale contained in a certain indenture of Mortgage, which will be produced at the time of sale, there will be offered for sale by Mr. William Hardaker, Auctioneer, at his auction room, Douglas Street, Victoria, B. C., on Thursday, the 18th day of December, 1896, at the hour of eleven o'clock, in the forenoon, subject to conditions of sale to be then and there produced, the following properties:

Lot 1—Two equal undivided one-third shares of and in a certain mineral claim known as the "Joe Dandy" Mineral Claim, and being lot No. 417, group 1, Osoyoos division of Yale district, British Columbia.

Lot 2—A certain mineral claim known as the "Silver Crown" Mineral Claim, and being lot 418, group 1, Osoyoos division of Yale district, and known as the "Homestead" Mineral Claim.

Lot 3—One equal undivided one-half share of and in a certain mineral claim, a tract at Fairview, in the said Osoyoos division of Yale district, and known as the "Homestead" Mineral Claim.

TERMS.—Fifteen per cent. cash; balance on 30th day of January, 1897.

For further particulars apply to Messrs. Badwell & Irving, Solicitors, Victoria, British Columbia, or to

WM. T. HARDAKER, Auctioneer.

Douglas Street, Victoria, B. C.

## THE NEW MINISTER A FREE SHIP BILL

Hon. Mr. Sifton sworn in as Minister of Interior by Deputy Governor Strong.

One of the Terms of Settlement of the Manitoba School Question.

Fisheries Commissioners Decide to send Joint Report to the Government.

Proposed by the U. S. Commissioner of Navigation in His Annual Report.

Starting of Steamship Lines by Japanese Gives Uncle Sam a Start.

American Products Being Carried by Foreign Vessels.

Ottawa, Nov. 17.—(Special.)—Hon. Clifford Sifton was sworn in as Minister of the Interior and member of the Privy Council by Sir Henry Strong, Chief Justice of Canada, who is deputy governor, at 10 o'clock this morning in the Premier's office. Hon. Mr. Sifton took charge of his department immediately afterwards. He leaves by the afternoon train for Winnipeg. It is not believed here that he will have any opposition in Brandon.

(By Associated Press.)  
International Fisheries Commissioner Wakeham says the report of the American commissioner and himself will be a joint one, they being agreed on their conclusions. The report will be ready by the end of the year.

Commander Spain, of the fisheries protection fleet, has returned to Ottawa. He says the season on the whole will be below the average. Ninety American vessels took out licenses this year, as against forty-five last year. The clause in this year's licenses prohibiting one licensed American vessel to sell supplies to another vessel in Canadian waters is responsible for the increase.

Hon. Mr. Davies leaves for British Columbia next Monday. He expects Mr. Tarte will wait in the province until he arrives.

Hon. Mr. Davies is perfecting plans for a Hudson Bay expedition next spring. A vessel of the Newfoundland sailing fleet will be chartered. The city council by a vote of 13 to 8 decided to adopt a curfew bell law for the capital. Children under 14 when unaccompanied by their parents or guardians must be off the street by 9 p.m.

The premier has promised that all the morning newspapers shall receive the terms of the school settlement simultaneously.

Hon. Clifford Sifton, late attorney-general of Manitoba, arrived here last night and was met by Premier Laurier. The train was sharp on time and the premier was not able to reach the depot before Mr. Sifton had started for the hotel. A meeting of the cabinet was held after Mr. Sifton's arrival, when political matters in the West were talked over. The new minister of the interior will only remain here for two or three days when he returns to Brandon. Mr. Sifton does not wish to say anything about the school settlement as it will be officially announced in a few days.

The archbishop have accepted the settlement. The proviso that it is intended to make the schools satisfactory to the minority, is that the districts having an average attendance of twenty-five Catholic children shall be entitled to have a teacher of their own denomination, who must be fully qualified according to the provincial national school standard. In districts where the children speak French wholly, they are to have teachers speaking both English and French so that they will learn English as readily as possible. The readers used in such schools will be bilingual, so that the children will grow up from the first accustomed to English.

COASTERS DELAYED.

Walla Walla has a Rough Experience on Her Trip South.

San Francisco, Nov. 17.—Somewhere along the coast several small steamers and sailing craft are struggling toward San Francisco. Heavy head winds are holding the fleet back and some anxiety is expressed for the Alice Blanchard from Portland and the Costa Rica from Depue Bay, but it is well known among seafaring men that these vessels are delayed by the storm reported to be raging off the Oregon and northern California coast. They say there is no reason to feel frightened over the slowness of coasters to report. The Walla Walla from Victoria, Seattle and Tacoma, came into port at 9:30 this morning, twenty-six hours behind time. The Walla Walla had a rough experience, but one of her officers explained that her captain "put her head into the wind and let her ride out the gale."

As soon as the boat left Cape Prince of Wales, the ice was so thick that the steamer force and it continued to blow throughout the entire voyage. Seas ran very high and rain poured down in torrents, filling the decks, the scuppers not being able to carry off the surplus water. The storm overtook the British ship Seagull, from Melbourne, that arrived last night. When outside about 400 miles the ship was struck by the hurricane.

LAW INTELLIGENCE.

In Chambers, before Mr. Justice McColl-Hie Jollyboy, J. A. Alkman obtained an order for administration without bonds.

Johnston vs. Lawry: order made setting aside judgment signed in default of defense; costs to the defendant in any event; G. E. Powell for defendant; for the application and J. A. Alkman, contra.

Dish pans only 15c, at R. A. Brown & Co's, 50 Douglas Street.

Washington, Nov. 16.—The report of the commissioner of navigation for 1896, after referring to the necessity of passing a free ship bill, states: "Our maritime rank on the Pacific is now threatened by a new rival—Japan, which, under liberal and progressive laws, has just established a trans-Pacific steamship line to the United States, and with the co-operation of American capital is preparing to extend this service. In 1880 the tonnage of American vessels entering the United States from ports of Asia and Oceania was 283,395, and of foreign vessels 442,251 tons. In 1895 the American tonnage entering was 308,461 tons, the foreign tonnage 657,206 tons.

"The large and profitable carrying trade once conducted between Asiatic and European ports by American vessels which seldom entered American ports has almost entirely passed away. We have already seen the American flag, the commissioner says, almost wholly disappear from the mid-Atlantic, save as borne by the mail steamers of American lines, and the figures presented tend to show that the carrying trade of the Pacific is slipping from us."

Before it is altogether too late, Commissioner Chamberlain suggests that Congress inquire into the conditions of trans-Pacific transportation. For the control of this trade the United States has obvious natural advantages. Within the last five years Japan's seagoing steel steamers have increased from three of 27,701 tons to fifty-three of 104,203 tons. The number of American steel and iron ships on the Pacific coast is forty-three of 68,625 tons.

The report recommends an immediate extension of the act of 1892 under which the steamships New York and Paris were admitted to American register and the steamships St. Louis and St. Paul were built in the United States. Under existing law it is impossible to establish a mail service even approximating to our Atlantic mail service.

The report opposes at length the proposition to impose 10 per cent. additional discriminating duties on all cargoes brought into the United States by foreign vessels. It points out that for over eighty years the United States has followed the policy of reciprocity in shipping. Every other maritime nation of considerable rank has adopted and now pursues the same policy. Our total imports for 1895 were valued at \$731,930,000, of which \$200,000,000 were brought in by foreign vessels. The discriminating duty bill would put an additional charge of \$20,000,000 on our international exchanges, based on the figures for 1895, an amount approximately equal to our entire ocean freight bills on imports and exports.

In 1895 we imported \$95,000,000 of coffee, of which \$60,000,000 came from Brazil. At least nine-tenths of this \$60,000,000 of coffee imported into the country from Brazil, or \$54,000,000 came in foreign vessels. For the extra sum, Mr. Chamberlain says, which under the discriminating duty the Americans would be required to pay for Brazilian coffee alone, there could be established steamship lines, including twenty-five steamers, equal to the St. Louis and St. Paul, or a much larger number of the class required for South American, Asiatic and the African trade.

The report quotes articles from our treaties with the thirty-five principal nations in the world, all of which it is contended, must be abrogated at the expense of a disturbance of our trade relations with the world if the policy of discriminating duties is to be adopted by the United States.

The report also favors the enactment of omnibus bills relating to navigation and to American seamen, in the form favorably reported by the senate committee on commerce at last session, rather than in the form in which these bills passed the house of representatives.

It renews the argument for the repeal of compulsory pilotage on coastwise sailing vessels, and points out that congress has spent over \$27,000,000 in the improvement of twenty-seven harbors at which compulsory pilotage is still expected from domestic sailing vessels.

By the abolition of "foreign" tonnage American ship owners have been saved \$30,000 annually, and American lake ship owners about \$15,000, in Canadian charges imposed for years in contravention of the policy of reciprocity.

The adoption of the measurement law, the report states, has effected a saving of thousands of dollars to American shipping in foreign ports, and in domestic licenses and charges based on net tonnage, beside bringing our law on this subject abreast of the laws of the progressive maritime nations.

BARNATO NOT INTERESTED.

He Has No Interests in Kootenay or Anywhere Else in Canada.

Toronto, Nov. 17.—In a cablegram to the telegraph this afternoon, above his own signature, "Barnato," Barnato writes absolutely that he is interested in the gold fields of British Columbia, or anywhere else in Canada.



## RIVERS OVERFLOW

All the Overland Railways are suffering much from High Water.

Farmers Along the Banks of the Washington Rivers—Loss Homes and Stock.

Seattle, Nov. 17.—The railroad situation in the city yesterday as a result of the general storm was about as bad as it could be. Traffic was practically blocked in every direction, principally from floods, and it was hard to get anything like a prognosis of what the immediate future had in store, from any source. If the saying that misery loves company holds good under all conditions, certainly no one of the main railroads had any reason for complaint. They were all in it, all were miserable, all blocked. Long faces were the order and a brotherly feeling and affiliation pervaded the railroad offices. Brother railroader was communing and condoling with brother in every one of the railroad offices. At the Union depot there was a big crowd of travellers collected each asking the other if the trains were going to move; words and questions poured into the ticket windows but they got little consolation. The best that could be said in reply to their queries was, "We don't know."

And the best that was done was not much.

The Northern Pacific ran only specials to Kent during the morning.

The Great Northern sent out a special, it might be called, only as far as Stanwood, on the Stillaguamish.

The Seattle & International only sent out the Snoqualmie branch train at 3 o'clock.

The Canadian Pacific could do nothing before through connections could be established on the coast line to Whistler.

Such was the situation and all caused by the heavy rains that have been falling for several days. There was but one gleam of hope through all the darkening clouds, an apparent break in the storm with indications of better weather and less rain, in which case the situation would soon clear itself.

Portland, Ore., Nov. 17.—The storm which abated for some time Sunday night began again yesterday morning, and during most of the day a heavy wet snow fell over the entire northwest. In some localities two or three inches of snow covers the ground, but at some points in the valley of Western Oregon and Washington it has melted rapidly, causing all streams to overflow their banks. Damage has been done to telegraph wires and railroads.

Mount Vernon, Nov. 16.—Slough river is ten inches higher than ever before in the history of this country. The dikes below here are nearly all washed away. Arvon is under water. Men were working all day and all night making dikes to keep the town here from being overflowed. Beaver and Olympia marshes are inundated. No trains arrived today, the track being under water from here to Stanwood. The Great Northern railroad bridge is in a precarious condition. West Mount Vernon is flooded. Families are fleeing to the hills to escape the water. Many head of stock drowned and farmers will suffer untold losses.

The Chinook wind and thaw of the last few days have brought the melted snows down from the mountains in such volume that it has been with the greatest difficulty that the town has been saved from a most disastrous flood. The town is completely cut off from railroad communication with the south, as near Fir the Great Northern track is under water and for two miles the bank is washed away, which it will require five or six days to repair. The highest point is now believed to have been reached, and as the colder weather has set in it is hoped that the next few hours will find the river falling. No casualties have yet been reported.

Snohomish, Nov. 16.—The river is still rising rapidly. It is probably near its highest point, provided there is no more rain. It is now about twenty-one feet above regular water mark at high tide.

The county wagon bridge, at the foot of Avenue D, is in an unsafe condition. The stern wheel steamer Florence Henry spent all day yesterday on the big marsh picking up ranchers and stock. Some twenty-five families were brought either to Snohomish or Everett and are stopping with friends. Considerable stock was also saved in this way, but the greater portion of the stock that was not driven to the highlands will be lost.

The Henry is out to-day on the upper part of the marsh and will bring in several families who could not be reached yesterday. The river is some two or three feet higher than it was seven years ago when the old Seattle, Lake Shore & Eastern bridge was washed out at this point. It was a very fortunate thing that the company had a crew on the bridge nearly all summer, as it is barely able to stand the strain as it is. The bridges are kept quite free from jams by the excellent system of sheer booms which were put in after the big jam at the Great Northern bridge two years ago.

A report reached here yesterday that a timber famine between the river and the coast had been upset while crossing the river in a canoe with his wife and three children. The report has it that "art were drowned, but not give any names. A logger in the employ of Mosher & McDonald at Cherry Valley fell from a boom Saturday and never came to the surface. There has probably been no great loss of life if the farmers have remained in the upper stories of their farm houses.

About half the marsh farmers have their homes and barns built on the highlands, and while their farm lands are covered their stock is safe. Several steamers of the Alaska salmon fishing fleet arrived at the mouth of the river last night from the north. It was the intention to winter the steamers in the river, but they were unable to come in on account of high water. Yesterday several houses were whirled away, holding together until they crashed into the bridge, only to go to pieces there.

Everett, Nov. 16.—The river at Sno-

homish is now six miles wide. The Seattle & International railway bridge is so much damaged by driftwood that no trains can cross until it is repaired. The center pier of the wagon bridge, the one upon which the bridge swings, is also damaged to the extent that teams are not allowed to cross.

The present rise has so far exceeded the previous high water marks of the Snohomish by nearly two feet. It has broken over the dikes and is making a short cut across the open country to the Sound. At Lowell both the Great Northern and the Monte Cristo roads are washed out. Many log booms have been broken and the logs are being swept into the Sound.

Tacoma, Nov. 16.—Three inches of snow covers the hills around Tacoma and the scene presented is one unusual to the Sound in November. The wires between here and Seattle were down till 1:00 to-day, and besides disturbing to some extent the electric light and telephone wires of the city, the storm has caused a temporary cessation of travel over the Northern Pacific between this city and Seattle. The temporary bridge over the White river on the Seattle line was endangered all day to-day by driftwood, which is piled high against the structure. The river has been rising rapidly for the past twenty-four hours, and it was feared that the bridge would be swept away last night. The early morning train to Seattle, which connects with the overland from the East, got through Sunday morning, but it was decided by the company to stop trains on the line till the White river bridge is strengthened.

The greatest damage to the Northern Pacific on this side of the mountain is on the Portland branch. Nearly one hundred feet of filled embankment in the Cowlitz valley near Olney was swept away.

Between Scappoose and Portland the line is in continual trouble. All of the small rivers between Tacoma and Portland are badly swollen by the rains. It is feared that more trouble is in store for the company, especially if the Cowlitz river continues to rise, as seems probable. Superintendent McCabe of Northern Pacific spent all day Sunday on the line to Portland, personally directing the efforts of the large force of men, who have been working all day in order to keep the line open.

New Whatcom, Nov. 16.—The late floods have cut this city off from all connections with the outside world. The steamer this morning brought the only mail in three days. No Canadian Pacific overland for four days. The Seattle-Vancouver trains, north and south, have been abandoned since Friday. The Great Northern ran a local to Mount Vernon and back. The Nooksack river is overflowing and doing great damage to adjacent farms. A large force of men are guarding railroad and county bridges.

McKINLEY'S CABINET.

Mark Hanna Can Have Anything He Wants—Does He Want It?

Cleveland, O., Nov. 17.—National Republican Committee Henry C. Payne, chairman of the Chicago headquarters, arrived in the city from New York on Saturday, and with Gen. W. M. Osborne, of the New York headquarters, held a long conference with M. A. Hanna. It is stated that among other subjects discussed was that of formulating plans in connection with the future organization of the Republican party. At the conclusion of the conference Gen. Osborne was asked:

"Has Major McKinley commenced considering cabinet possibilities?"

"I guess that is about the only thing agitating his mind nowadays. He realizes that he has a hard task on his hands."

"Would ex-President Harrison be acceptable to the McKinleyites for the secretary of state portfolio?"

"Most certainly, but I do not believe he would accept it. His law partner has given it out that Mr. Harrison would not be in a position to accept the honor."

"All kinds of rumors are in the air about the secretary of the treasury. It goes without saying that Mr. Hanna can have anything he wants. The point is: Does he want anything?"

"It will take Mr. McKinley until a week before his inauguration before he will have decided on the complete make-up of his cabinet."

MUST RENOUNCE DEMOCRACY.

Populists Like Bryan, But Not the Company That He Keeps.

New York, Nov. 16.—A special to the World from Raleigh, N.C., Senator Butler's paper, says editorially:

"Speaking now for the People's party of North Carolina, and we believe for the nation, we take the liberty of serving notice on Mr. Bryan that if he desires to head the reform forces of the People's party in the fight, he must do so under some other name than that of Democracy. The name has become a reproach and stench among the people, and it will not be supported any more now, nor hereafter. In the campaign of just closed the People's party joined forces with the Democrats and the Democrats again played the people false, grossly and brutally false. We are done with them now and forever, and also with any man who seeks to lead the people hereafter under any standard that may bear the name or have the snuff of the word Democracy on it."

The three-year-old boy of J. A. Johnson, of Luna Center, Ill., is subject to attacks of convulsions. Mr. Johnson says he is satisfied that the timely use of Chamberlain's Cough Remedy, during a severe attack, saved his little boy's life. He is in the drug business, a member of the firm of Johnson Bros. of that place; and they handle a great many patent medicines for throat and lung diseases. He had all these to choose from, and skilled physicians ready to respond to his call, but selected this remedy for use in his own family at a time when his child's life was in danger, because he knew it to be superior to any other, and famous the country over for its cures of convulsions. Mr. Johnson says this is the best selling cough medicine they handle, and that it gives splendid satisfaction in all cases. Sold by all druggists, Langley & Henderson Bros., wholesale agents, Victoria and Vancouver.

## How He Escaped

From the Terrors of Insanity.

### A MARVELLOUS RESCUE.

Paine's Celery Compound Brings Deliverance After All Other Means Fail.

The poor, weary, diseased and half-dead men and women who are deceived every day by the false representations of patent medicine vendors deserve our pity and sympathy.

These deluded mortals, influenced by false statements, are led to use medicines that are worthless, having no curative virtues, and that are very often dangerous to human life.

Fortunately for suffering humanity, there is one truly scientific remedy that has proved its power over disease in thousands of cases after all other means had failed—even when the sufferer had almost reached the portals of the grave. This ever-reliable life-giver is Paine's Celery Compound, a medicine that has more grand cures to its credit than all other combined medicines can show.

The following thankful statement is made by Mr. P. J. Kilbride, postmaster at Inverness, Prince Edward Island; he writes:

"I now write you about Paine's Celery Compound, having just finished the fifth bottle. It is impossible for me to say sufficient, or find words strong enough, to praise Paine's Celery Compound as I ought."

"To-day I feel myself a new man. Six months ago I was on the brink of insanity; my nervous system was completely broken down; I could not sleep more than one or two hours at night, and often did not sleep for four nights in succession. Oh! I never can describe the agony I suffered. I was almost reduced to a skeleton; could only work an hour, when I was so fatigued I would be obliged to lie down and rest before I could resume work."

"The use of your Compound has given me rest and sweet sleep, and I can now work all day. To tell the honest, candid truth, I have not felt so well for fourteen years. When I commenced taking Paine's Celery Compound, my weight was 144 pounds; now I weigh 108 pounds. I am gaining in flesh every day; my friends are all surprised at my wonderful cure and changed appearance. Oh! if I had only known of this life-saving remedy years ago, I would have escaped many days and nights of terrible pain and agony. Thank God, the terrible times have passed. I hope never to return. How I wish I could reach the car of every man in Canada—those who are suffering as I once suffered—how I would plead with them; yes, on my knees I would ask them to give Paine's Celery Compound a fair trial; and I feel confident they would bless me afterward for my recommendation."

"I am now in perfect health through no other agency than Paine's Celery Compound. You may use this statement as you choose."

CHINESE RAILWAYS.

American Capital to be Invested in the Flowery Kingdom.

Chicago, Nov. 15.—The Tribune says: One million dollars has been subscribed and plans are being matured for the formation in Chicago within two weeks of a gigantic commercial enterprise to be known as the English-American-Chinese Railway Construction Company, which is to enter the field of Chinese trade as the rival of the American Trading Company. The object of the company is to eventually obtain control of the American trade in the Flowery Kingdom. Twenty-three miles of railway equipped with the most improved appliances and rolling stock will be built. Most of the capital, it is said, will be put in by Americans, and they will also supply the equipment of the road. Two Englishmen are directing the formation of the syndicate from opposite sides of the globe. One of them, John P. Grant, is now in Chicago conducting the deal, and the other, Louis Spittel, is in China. The former is a railroad promoter, and the latter the head of the firm of Louis Spittel & Co., London and Shanghai.

More cases of sick headache, biliousness, constipation can be cured in less time, with less medicine and for less money, by using Carter's Little Liver Pills than by any other means.

A MESSAGE TO MEN.

Proving That True Honesty and True Philanthropy Still Exist.

If any man who is weak, nervous and debilitated, or who is suffering from any of the various troubles resulting from youthful folly, excesses or overwork, will take heart and write to me, I will send him confidentially and free of charge the plan pursued by which I was completely restored to perfect health and manhood, after years of suffering from Nervous Debility, Loss of Vigor and Organic Weakness.

I have nothing to sell and therefore want no money, but as I know through my own experience how to sympathize with such sufferers, I am glad to be able to assist any man who is suffering from any of the above troubles.

I am well aware of the prevalence of quackery, for I myself was deceived and imposed upon until I nearly lost faith in mankind, but I rejoice to say that I am now perfectly well and happy once more and am desirous therefore to make this certain means of cure known to all. If you will write to me you can rely on being cured and the proud satisfaction of having been of great service to one in need will be sufficient reward for my trouble. Absolute secrecy is assured. Send 5 c. silver to cover postage and address Mr. George G. Strong, North Rockwood, Mich.

Windsor Salt

Purest and Best for Table and Dairy No adulteration. Never cokes.

Before the first Ontario railway was built,  
Before the first ocean steamer arrived,  
Before postage stamps were used in Canada,  
When £ s. d. was Canadian Currency,  
**E. B. Eddy's Matches.**  
Were known throughout Canada,  
as they are now,  
as the best matches made

**NO-TO-BAG GUARANTEED CURE**  
TOBACCO HABIT  
Over 1,000,000 boxes sold. 30,000 cures prove its power to destroy the desire for tobacco in any form. No-to-bag is the greatest nerve food in the world. Many gain 10 pounds in 30 days and it cures the weak, nervous, and irritable man, the weak, nervous, and irritable woman. Just try a box. You will be able to make the weak, nervous, and irritable man strong, vigorous, and masculine. Just try a box. You will be able to make the weak, nervous, and irritable woman strong, vigorous, and feminine. Just try a box. You will be able to make the weak, nervous, and irritable child strong, vigorous, and healthy. Just try a box. You will be able to make the weak, nervous, and irritable old man strong, vigorous, and healthy. Just try a box. You will be able to make the weak, nervous, and irritable old woman strong, vigorous, and healthy. Just try a box. You will be able to make the weak, nervous, and irritable old child strong, vigorous, and healthy. Just try a box. 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## CURE SICK HEAD

Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

Headache, yet Carter's Little Liver Pills are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cure

ACHE

is the base of so many evils that here is where we make our great boast. Our pills cure it while others do not.

Carter's Little Liver Pills are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not grip or purge, but by their gentle action please all who use them. In vials at 25 cents; five for \$1. Sold everywhere, or sent by mail.

CARTER MEDICINE CO., NEW YORK.

Small Pill. Small Dose. Small Price.

TENDERS

TENDERS.

Sealed tenders for certain alterations and additions to the Provincial Hospital, Victoria, will be received by the undersigned, until 4 p.m., on Wednesday, the 18th instant, at whose office plans and specifications may be seen.

The lowest or any tender not necessarily accepted.

H. M. YATES, Secy.,  
47 Langley Street.

TENDERS.

Tenders will be received by the undersigned, up to 4 p.m., on Friday, Nov. 20th, 1896, for sinking a shaft one hundred feet from bottom of present shaft, now seventy-four feet deep, on San Joaquin claim, Rossland, B. C. The shaft to be 36 feet in the clear, the San Joaquin Company to furnish arvil, bellows and other tools; also to furnish and put in place all timbers, if such be necessary.

The lowest or any tender not necessarily accepted.

J. T. BATHUNE,  
28 Brod Street,  
Victoria, B. C.

TENDERS.

Separate sealed tenders endorsed "Tenders for Fire Apparatus," will be received at the office of the undersigned, until 4 p.m., on the 1st of December next, for the purchase of the following Fire Apparatus from the Corporation of the City of Victoria, viz:—

One Button & Blake Steam Fire Engine.

"Tiger."

One Hunneman Manual Fire Engine, "Deluge."

One Button Manual Fire Engine "Tiger."

One Horse Carriage.

Four Sets of Wheels.

The said apparatus may be seen at the Public Market, Corner of Market Street.

The Chief of the Fire Department will give full particulars.

The lowest or any tender not necessarily accepted.

By order,

WELLINGTON J. DOWLER,  
C. M. C.

Victoria, B. C., 20th October, 1896.

Municipal Election

FOR 1897.

The Following Persons Are Entitled to Vote:

FOR MAYOR.

Those who are entitled to vote for Aldermen.

FOR ALDERMEN.

The following persons are entitled to vote in any Ward in which they are registered as a ratepayer:

(a) Any male or female, a British subject, of the full age of twenty-one years, and who has been a resident of the city for at least one year previous to the 1st day of December, 1896.

(b) Who is the assessed owner of land or of improvements, or the assessed occupier of land, or

(c) Who carries on business and is the holder of a trades license, the annual fee for which is not less than \$5, and who has paid, on or before the 1st day of November, 1896, the full license fee therefor, or

(d) Who is a householder within the Municipal limits.

A "householder" is defined as a person who holds and occupies a dwelling, or any part or portion of a dwelling, paying therefor a rental or rent value not less than \$25 per annum.

Householders must have paid all municipal rates, taxes and license fees (exclusive of water rate or water rental) on or before the 1st day of November, 1896, to entitle them to make the declaration.

It is to be included in the voters list, on or before the 1st day of December, 1896, enter their names with the Assessor or clerk of the Municipality as voters, and make and personally deliver to the Assessor or Clerk at the same time a statutory declaration as set out in Section 5, subsection (2) of the Municipal Elections Act, 1896.

Forms of said declaration may be obtained at the office of Mr. W. W. Northcott, Assessor, City Hall.

No Chinese, Japanese or Indians are entitled to vote.

By order,

WELLINGTON J. DOWLER,  
C. M. C.

Victoria, 12th November, 1896.

—200 dozen walking sticks and hold-up clubs, new importations per Wythop, Morris, Colonist Block.

—A line of bath rugs to hand, suitable for bedrooms, also a large stock of goatskin rugs at Weller Bros.

## THE CITY COUNCIL

An Investigation to be Held Regarding the City Engineer.

Flooded Cellars—Kootenay Railway and Other Matters Discussed.

The board of aldermen held their regular weekly meeting yesterday evening at the city hall, all the members being present save Ald. Cameron.

Mrs. L. M. Johnson wrote complaining of a nuisance caused by firemen congregating in front of the fire hall on Yates street and passing insulting remarks. Ald. Partridge said although he had his place of business very close to the station for many years he had never seen anything of this. The letter was referred to the fire wardens.

Messrs. Domberton and James wrote complaining that there was no surface drain on Rockland avenue. Referred to the street committee.

A complaint was received from Simon Leiser to say that his building on Wharf street was flooded, and asking that it be looked into. Referred to the street committee.

Erskine, Wall & Co. wrote to say that their lower cellar was flooded, damaging some of their goods, caused by defective drains. They informed, they said, the city engineer and told him that should no steps be taken to remedy this the city would be held responsible. Since then their cellar, they said, has been again flooded and they will expect the city to reimburse them for their loss. Referred to the street committee and the city engineer.

A. J. Dallan, secretary of the good roads committee, wrote asking that a time be appointed for a meeting of the good roads committee and the city council. The communication was received and next Monday evening at 7:30, before the meeting of the council, was appointed for the meeting.

The deputy provincial secretary wrote acknowledging the receipt of a letter re the council's resolution in regard to the proposed railway to the Kootenay country.

William Skeet, secretary of the Vancouver Board of Trade, wrote informing the council of the resolution of the delegates from the Board of Trades assembled in Vancouver. That the cities of Victoria, Vancouver, New Westminster and Nanaimo be asked to endorse, by way of resolution, any properly guaranteed scheme for an independent railway from the Pacific coast to Kootenay. This communication was received and filed, and a copy of the resolution passed by the city council sent to the Vancouver Board of Trade.

Ald. Macmillan, in moving that the letter be received and filed, delivered a lengthy address, speaking strongly against railways built and run by private companies.

Ald. Williams moved in amendment that the letter be laid on the table. In doing so, he said that the railway was an absolute necessity, but he did not know whether the provincial government had the means to undertake it. The amendment was then put and lost.

Ald. Macmillan's motion that the communication be received and filed was carried.

The cemetery committee submitted a report asking that surveys be made in the cemetery by the city engineer. The report was received and adopted.

A report was received from the finance committee asking that the men at the waterworks be paid weekly on Friday evenings instead of monthly as at present. A motion was put and carried that this report be adopted.

Ald. Marchant and Macmillan spoke strongly in favor of this course.

The library committee submitted a report respecting the printing of catalogues to be printed by the Province Printing Company for the sum of \$105. The report was adopted.

Ald. Marchant though it would be better to spend the \$105 in buying new books for the library.

Ald. Macmillan was in favor of the catalogues, which he said could be sold to the members of the library thus paying for themselves.

Ald. Glover said that he thought \$105 was too much money to spend on the catalogues for such a library, which he thought could be bought for about the sum to be expended on catalogues.

The sewerage committee reported that the necessary pipe be given to Messrs. Moore and Whittington on Pandora avenue. After a discussion this was adopted.

The streets committee submitted a report recommending the building of several new sidewalks and making new drains. The report was adopted.

A lengthy communication was received from Drake, Jackson & Helmecken in reference to the McFarish drain. They urged that no dispute existed as the two land owners are agreed not to allow the corporation to drain on to their property.

The city solicitor reported that as water is a common enemy, the corporation is not liable for any damage done by it in the course of nature. The turning off of the water from one man's land into the other's land was a row to be settled among themselves. A sufficient drain, he thought, could be built to remedy the evil at a cost of \$25.

Ald. Marchant moved that if the nuisance could be abated for \$25 that it should be done. Carried.

A letter was received from the city engineer in answer to the resolution passed at the last meeting of the council, saying: "As presented in the resolution, I being authorized to use night and day gangs and to procure materials, etc., wherever obtainable, the implication is that by my neglect of duty I was authorized to be begun on June 26 is only now about completed. In connection with this matter I court the fullest investigation and am prepared to prove to the satisfaction of your honorable body, or any fair-minded tribunal, that the delay complained of was occasioned by circumstances over which I, in my capacity as city engineer, had no control; also that I exercised all reasonable care and diligence in looking after

the work and obtaining material required.

Ald. Marchant said he did not think that this was a suitable explanation and asked that steps be taken to carry out the council's resolution.

Ald. Partridge said he thought that the impediments which had been placed in the way of the city engineer in the building of the bridge should be considered.

A motion that an investigation into the matter be held was put and carried.

Ald. Macmillan said he hoped it would take place when the members of the board of aldermen were not away from the city, and it not be allowed to drag, taking place as soon as possible.

Ald. Marchant's resolution in reference to the words by-law was carried.

The motion of Ald. Tarkenton "That the council is of opinion that it is desirable that the sum of \$325 should be set aside from the amount appropriated for roads, streets and bridges for the year 1896 for the purpose of completing the grading of San Juan avenue and the completing of a sidewalk there and on the east side of Oswego street between Niagara street and Dallas road by the South Ward, and that a further sum of \$525 be set aside from the same appropriation in like manner for the prosecution of necessary repairs and sidewalks on the Gorge road in the North Ward" was lost.

Mayor Heaven said that the motion was to no effect, if the street committee chose to take notice of it they could, if not, well.

Ald. Tarkenton wanted to know if the mayor thought they would not remedy anything they found to be bad.

A motion was put by Ald. Humphrey that leave be granted to amend the Ross Bay cemetery by-law. The motion was carried and the by-law read for the first time.

The regulations in regard to traffic in the new Point Ellice bridge were finally considered and passed.

The council adjourned about 10:40 o'clock to allow Mr. Kirby to explain his scheme of harbor improvement to the members of the council.

Ald. Williams is in favor of the scheme and intends posting a notice of motion to be brought up at the next meeting of the council endorsing it.

THE W. C. T. U.

Proceedings at Saturday's Meeting of the International Union.

St. Louis, Nov. 15.—The second day's session of the National Women's Christian Temperance Union was called to order yesterday by Miss Willard. Report of department superintendent's took up the greater part of the morning session. Mrs. Winnie F. English, of Illinois, reported on the work of her department among miners. It showed great progress in the gold and silver regions of Colorado, Washington, Utah, Idaho, California and other western states, as well as in the coal and mining districts in the East. Miners, she stated, received with eagerness the white ribbon literature furnished them.

The press was represented by Mrs. Katherine Lente Stevenson, of Massachusetts, who said it was the power behind the throne. Where the pulpit and the lecture room reached thousands, the press reached millions daily. For this reason the work of the daily press should be carried on in the channels of purity, righteousness and truth. In future Mrs. M. B. Horning, of Chicago, who had been Mrs. Stevenson's associate, will have charge of the press department.

Mrs. Ella M. Thacher, of New Jersey, spoke of the work among the soldiers and sailors. Eleven state superintendents had been appointed and work was being carried on with much encouragement. She criticized the selling of liquor at the soldiers' homes, and hoped the canteen law would be repealed.

Mrs. Caroline Woodward, of Nebraska, superintendent of work among railroad men, reported the Sunday traffic was regarded by the department as a serious infringement upon the rights of employees. Local freight and passenger trains had been generally discontinued on Sunday, but extra stock trains were sent out. An effort was made to reach conscientious Christian men in the stock-raising regions, and induce them to refrain from leading stock or having it in transit on Sunday. International co-operation in railway work was essential to further development.

This report was supplemented by some remarks by Miss Jennie Smith, of Maryland, a noted railroad evangelist.

In addition the following superintendents reported: Mrs. S. A. Harrison, Michigan, on almshouses; Mrs. James M. Kinney, Michigan, on penal reformatory work; Mrs. F. W. Greenwood, New York, on evangelistic work; Mrs. E. H. Ingalls, St. Louis, on narcotics.

The announcement that Mrs. English, of Kansas, had won the prize offered by Mrs. Hoffman for the best superintendent's report closed the morning session.

The afternoon session was taken up with the introduction of fraternal delegates and distinguished guests, among whom were Mrs. Gwyneth Vaughan, of Wales; Miss Rebecca Krikorian, of Armenia; Miss Mary Blood, of the Canadian School of Oratory, Chicago; Rev. P. D. Greene, of New York, secretary of the Armenian Relief Association.

Mrs. Maud Ballington Booth, of the American Volunteers, was unable to be present, and was represented by Col. Patty Watkins. The greeting to each was very pretty, consisting of the "Chauntiqua salute," the convention rising and waving handkerchiefs.

The executive committee of the W. C. T. U. met at the Lindell hotel to-night, with President Willard in the chair.

The next year was named the following three ladies being elected: Mrs. Fessenden, of Massachusetts; Mrs. White Kinney, of Oregon, and Mrs. Dunbar, of Iowa.

If you are nervous or dyspeptic try Carter's Little Liver Pills. Dyspepsia makes you nervous, and nervousness makes you dyspeptic; either one renders you miserable, and these little pills cure both.

—Do not fail to see our line of fine art silk drapes, 5 o'clock tea sets, table covers, etc., the prettiest things we have handled. Weller Bros.

—Blankets, comforters, sheetings, towels, table linens, dinner napkins, a great variety at Weller Bros.

—200 dozen walking sticks and hold-up clubs, new importations per Wythop, Morris, Colonist Block.

## EAST OF THE ROCKIES.

Lieut. Governor of Quebec is not at Oute With his Ministers.

Winnipeg, Nov. 16.—There was no train from the West this morning. The line in the mountains west of Banff is blocked with snow, there having been a fall of seven feet during the past three days. The officials say a through train will arrive about the usual time to-morrow.

Hon. T. B. Reed, of Maine, is a passenger on the delayed train.

A Calgary dispatch says: "Snow has been falling all day yesterday and still continues. Over a foot has fallen already. The wind is not high, but if it rises trains will be blocked."

The committee appointed by the C.P.R. telegraph operators to act with the superintendents of the C.P.R. in the matter of drawing up a schedule, governing the hours of labor, wages, etc., concluded their work to-day, and so far as the Western division is concerned the trouble which led to the strike have been amicably settled. The new schedule will be put into operation at once.

A breach of promise suit occupied the attention of the Winnipeg assize court to-day, Mrs. Walton charging Dr. Stephenson with breach of promise. The defendant is an Iceland doctor practicing in Winnipeg. In 1893 the parties first met when the defendant moved to her house. The defendant attended plaintiff professionally. It was at this time the promise of marriage was made, but the doctor has since then taken up with another woman, hence the suit.

Application has been made to quash the Winnipeg by-law relating to the inspection of dairies.

London, Ont., Nov. 16.—A snow storm raged here all Sunday. The street railway system was temporarily blocked until sweepers cleared the tracks. The steam railways were not affected.

Quebec, Nov. 16.—T. Berthiaume, proprietor of La Presse, Montreal, and J. D. Rolland, paper manufacturer, have been appointed legislative councillors.

Toronto, Nov. 16.—The Montreal correspondent of the Mail says: "The report that a difference of opinion exists between Lieut. Governor Chapleau and the ministers of the Flynn government is utterly devoid of truth. The relations between the Lieut. Governor and his ministers are of the most cordial nature. Unfortunately His Honor has been so ill for several days that he has been unable to meet the ministers at the legislative buildings. It is hoped His Honor will be fully restored to health so as to enable him to open the Quebec legislature on Tuesday."

A FIRST-CLASS COMBINATION.

Industry and intelligence make a first class combination. But it is rare. A lady fellow who is inventive and intelligent often accomplishes more than an industrious fool. In the infancy of the steam engine a boy was set to let the steam into the ends of the cylinder alternately, by hand. He found it a boring task, and so invented a way to make the engine work on itself. His method has been in use ever since—the principle of the "eccentric" motion.

"What do you mix your paints with to produce those wonderful colors?" asked somebody of Sir Joshua Reynolds. "With brains," curtly answered the great artist.

This is a big idea, and it has to do with everything under the sun. Here, for instance, is the case of a man who spent a whole summer in bed when he might just as well have been on his feet looking after his business and having odds and ends of pleasure on evenings and holidays.

Along in the spring of 1889 he took a chill; exactly the time of year to take chills if you don't watch out, and often if you do. Well, immediately afterwards a dreadful pain struck him both his hips and legs. The result of this was that he had to go to bed, and he stayed there sixteen weeks. Just think of that! Fancy it a problem in arithmetic—a child's simple "sum" to be worked out on a slate. Add the pain, the trouble and worry to his family, the direct extra expenses, the loss of time and income, the loss of the summer's enjoyments, the doctor's bills, etc., etc.—and see what it toted up at.

The first doctor who attended him said he had sciatica, and had it very bad. The doctor was either right or wrong. If he was right the result showed that he didn't know how to cure sciatica. If he was wrong it showed that he couldn't diagnose a disease from its symptoms. But it is how you will, might have been an industrious, hard-working man but lacked something of being a proper doctor. Well, he gave up the case, and Mr. Dawson (our suffering friend's name) sent for another. This one blistered him and painted him with iodine from his waist to his feet. By this time Mr. Dawson was unable to get out of bed or to dress himself without assistance.

The doctor's medicines and applications failing to help him he went to the hospital at Boston, where he was advised to try the baths. After being there three weeks he returned home but little better for the treatment.

The conclusion of this exasperating experience is set forth in a few words by Mr. Dawson himself in the letter from which the above-mentioned facts are taken.

"I had," he says, "little or no use for my legs, and it was wholly out of my power to attend to my business. I lost a deal of sleep in consequence of the pain, and owing to a want of appetite and necessary nourishment I grew very weak. Even after leaving my bed I had to stop and rest every few yards. I was so broken and helpless that my wife and children were unable to do anything for me."

Never should get about again. In this condition I remained until January, 1891, when I read of cases like mine having been cured by Seigel's Syrup. Persuaded by the clearness and evident sincerity of the reasoning, I began taking Seigel's Syrup, and soon found relief. My legs had more power, and the pain gradually subsided, until it ceased altogether, and I could go about as I did before I was taken ill. If I had only known of this remedy and used it sooner I should have been saved suffering and heavy doctors' bills. You can publish this statement if you think it will be of use to others. Yours truly, (signed) Harrison Davidson, Heap Bridge, Bury, April 27th, 1890.

Our friend's inference is perfectly logical as to the advantage he would have derived from an earlier knowledge of Mother Seigel's Curative Syrup; as



Rub! Rub! Rub!  
In the wash tub!

That's the usual story of wash day. It's hard on the clothes but still harder on the washer.

SURPRISE SOAP changes this. It does away with the hard rubs. Rub lightly with SURPRISE SOAP: the dirt will drop out, not be rubbed in.

Thousands use Surprise the "Surprise" way, on wash day, to save wearing out the clothes by that hard rubbing. It saves hard work, too.

SURPRISE SOAP does it. READ the directions on the wrapper.

Clean! Truthful! Wideawake!

THE

Times.

Daily and Twice-a-Week.

Do You Read It?

THE

Twice-a-Week Times

Mailed to any address in Canada United States or Newfoundland at \$1.50 per annum; other countries \$2.50 per annum.

ADDRESS:

Times P. & P. Co.,

W. TEMPLEMAN, Mgr.

Times Building, Broad Street. VICTORIA, B. C.

his ailment—acute rheumatism—grew from the poison generated by a torpid digestion and a clogged liver for which the syrup is a specific. His doctors labored hard to cure him no doubt, but without an understanding of the cause of his condition. Blind men may walk, but are apt to walk in circles. The remedy that succeeds where others fail is a product of industry and intelligence.

NEW SEARCH LAMP.

The French Mediterranean squadron has just made an interesting experiment with a novel light, the invention of a French naval officer. The searchlight is "the rat-trap light." The squadron left Marseilles at 5 o'clock in the evening, leaving behind the torpedo destroyers, which were to start three hours later and hunt it up. At 8 o'clock the French weighed anchor and steamed out in pursuit, with all lights extinguished except this novel affair, the rat-trap. Nobody on board knew the direction the squadron took, but at 1 o'clock in the morning the French joined it.

This "rat-trap light" is a thing of small dimensions, placed in the stern of the vessel above the wheel. No other light is permitted on board. It throws out an electric light which cannot be seen on the right or left of the ship, and can only be discovered dead ahead under certain conditions known to the seeker. By means of this invention night signals can be made when rockets

and flash lights might be useless or liable to betray the position of the fleet to the enemy. It can also, aside a squadron in line, with all other lights out, even in dangerous latitudes.

The French navy alone possesses this light, and the Admiralty evidently attaches great importance to it, judging by the precautions that are taken to guard it against discovery. The commander of a ship and our sworn officer alone handle it, and it is kept on board in a special apartment, of which the commander holds the key.

—200 dozen walking sticks and hold-up clubs, new importations per Wythop, Morris, Colonist Block.

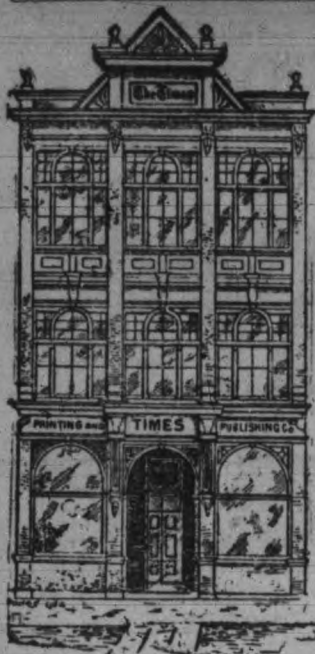
—A line of bath rugs to hand, suitable for bedrooms, also a large stock of goatskin rugs at Weller Bros.

MACK'S RHEUMATIC (LIVER & KIDNEY) PILLS

The best medical science tells us Rheumatism is a blood disease. To cure it must be by purifying the blood stream. That's what Mack's Pills do. They act upon the Liver and Kidneys as to cause them to eliminate Rheumatic Acids and Poisons, and send pure blood to every joint in the body. Then your Rheumatism is cured by Mack's Pills.

Price, 50c. a Box at all Druggists.





## The Daily Times.

### VENEZUELA ARBITRATION.

The agreement concluded by Great Britain and the United States in reference to the Venezuela boundary dispute is represented by the American press, and by some English papers, as involving a recognition of the Monroe doctrine by the former. This is rather inaccurate, for Great Britain has always recognized the Monroe doctrine as promulgated by the president whose name it bears. What is really involved in the Venezuela agreement is the acceptance by Great Britain of an extension of the Monroe doctrine, which was insisted upon by Secretary Olney and President Cleveland. Lord Salisbury in the diplomatic correspondence relating to the dispute pointed out very clearly the difference between the proposition set forth by President Monroe and the declaration made by the present administration at Washington. He further pointed out that the original Monroe doctrine was proclaimed not only with the approval but at the instigation of Great Britain, and he then asserted that his government could not assent to the widening of that doctrine in the way proposed by President Cleveland and Secretary Olney. The dispute was one that concerned Britain and Venezuela alone, he said, and the United States could not claim a right to intervene. Those who have read the dispatches announcing the agreement lately reached will perceive that the British government has most distinctly abandoned the position taken in that correspondence. It is now practically conceded that the United States has the right to step in and demand that Great Britain should submit the dispute to arbitration. One little concession is made upon the other side, namely, that territory for fifty years under British occupation shall be excepted from the terms of the arbitration, but it appears that the extent of country excepted under this rule will be quite small. It is clear that there has been a backdown by the British government on the question of principle, and that there would be no utility in attempting to deny the fact, or even to minimize the amount of the concession. Probably the wisest course was adopted, for all the territory in dispute was hardly worth the cost of a battle, not to speak of a disastrous war. Nevertheless it is likely that any other European power than Great Britain would have refused to yield the point, even if less able to fight for the principle involved. As in many other instances, the combination of strength and magnanimity has resulted most fortunately for humanity, though it would perhaps be too much to hope that the example thus set will be frequently followed.

### A VOTING MACHINE.

An experiment in the way of voting by machinery was tried in Rochester, N.Y., at the late presidential election. The contrivance employed has a keyboard, on which appear the names of the candidates in separate columns, each column representing a complete party ticket. If the voter wishes to vote "the whole ticket" he simply presses the button at the top of the column and the trick is done. The pressing of that one button locks up the machine and no more voting can be done by that voter. If the voter, on the other hand, wishes to split his vote or "scratch" any portion of the party ticket, he must press a button opposite the name of each candidate he wishes to vote for. By this action he locks up all the other names and prevents his vote being recorded for a second candidate for the one office. The machine worked successfully, there being but a few minor mishaps, due chiefly to want of confidence on the part of voters. One of the papers records the fact that the return of the poll was received from one of the districts just one minute after the polls closed, at 5 o'clock, and at 5:50 the whole 70 districts of the city of Rochester had been heard from. This was remarkably rapid work, considering the complicated voting that had to be done. Many men, it is said, took no more than ten seconds to vote. Of course these were men who voted the whole ticket on either side, as the majority were sure to do.

## Communications.

The Times is not responsible for the opinions of correspondents, and must not be understood as endorsing the views expressed because of their appearance in these columns. The names of correspondents must always be given to the editor.

### DAVID STREET.

To the Editor: It has occurred to me that during a period of rest that naturally falls to the lot of our civic fathers, they might pay a visit to that part of David street between Rock Bay avenue and Bridge street, which in these days of civilization our authorities have as yet failed to call a street, but if a reminder is not out of the way, they must play the part of pedestrians. Otherwise they will not be able to make the journey, for they will find this so-called street converted into something more than a pond and bids fair to assume large proportions, nearly flooding at present that unique sidewalk, 5x12 solid condemned bridge stuff, which after an agitation of nearly a quarter of a century, our overseers were pleased to grant for the comfort of its ratepayers. The latter as a whole would be pleased to know for what purpose they are called to contribute to the city treasury if no adequate returns are made them.

### INTERESTED.

### FABLED TREASURE.

The desire to get rich easily and quickly is imbedded deeply in the heart of man. Once in a while it is a desire that is realized, but it is a rare occurrence. Here and there along the North American coast are spots far famed by tradition or by a small finding (placed there often by ingenious men), as places where there is much buried treasure. The oldest inhabitant has heard from his father, who was an eye-witness or a guide of a party of men who spent a few days in a certain neighborhood acting in a mysterious manner and left a few marks whereby to identify out of the way corners where it was afterwards believed they had buried gold and other precious things. These stories from month to month and generation to generation as they passed down, through time assume such huge dimensions that the incredulous swallow them "whole" and many a man spends a lifetime in vain efforts to become rich at one bound. Occasionally some lucky fellow strikes a "find" and his associates, envious of his good luck, leave legitimate enterprises and waste years searching for what the other fellow left.

The treasure spot best known to all Nova Scotians is Oak Island. The school boy reads in his history, "was buried his carcass of treasure." For more than one hundred years men have busied themselves in working as individuals or in companies, to get that treasure. Oak Island is a quiet, pleasant-looking place. At different points are pits from twenty-five to one hundred feet deep that have been dug in previously fruitless efforts to locate the much sought hoards of wealth. When an excavation reaches about one hundred feet in depth the treasure seekers have usually found a hitherto insurmountable obstacle in the salt water, which rises and falls with the tides, even though the shore be as much as three hundred feet distant. As the tide comes in the water rapidly rises and prevents any further digging, and all sorts of schemes have been devised and found useless.

The present Oak Island-Treasure company is going to try a new track, and those managing the affairs of the company say they are going to be successful in keeping out the water. Last week they sent from Halifax by Capt. Lewis Heffer, of the Pasture, two large and improved boilers, together with improved pumping apparatus, and with the help of machinery they hope to soon get deeper into the bowels of Oak Island than any other fortune hunter since Kidd's time has accomplished. Operations are to be conducted night and day, and only the discovery and removal of the long hidden treasure, or the conviction that none is to be found, will bring the work to an end.

### EVADING THE EXCLUSION ACT.

The report that Chinese are being pulled across the St. Lawrence river by means of a rope stretched from Iroquois to Hogansburg, thus gaining an entrance to "the land of the free and the home of the brave," in spite of the law, is being widely circulated, says the New York News. The lack of particulars has led people to think that it is no trick at all for the almond-eyed Celestial to do the rope passage, but people who are acquainted with the old St. Lawrence know that it takes lots of nerve to hang on to a rope and be dragged from Iroquois to Hogansburg in the wintery hours of night.

The strong current of the river makes it impossible to pull straight across, consequently Hogansburg is somewhat down the river from Iroquois, and in order to keep the rope in place it has to run through several guide pulleys anchored on shoaling points. These pulleys are a source of annoyance to the passenger, and, as it is impossible to keep them in the night, their position is known until a thumb or finger is cut off. It was the finding of these finger and thumb in the stomachs of fish caught along the river that led to the discovery of this method of crossing. One fish caught in Louisville bay had two right-hand thumbs in its stomach. The great wonder is how any Chinese could make the trip and have any fingers left. After leaving Iroquois on the Canadian side the course lies down through the rapids above Morrisburg and the first guide pulley is anchored off the foot of Ogden's island, about four miles down. The next at the head of the Long Sault Island, four miles below. After leaving the head of this island the passenger enters the Long Sault rapids, where after twelve or fourteen miles of swift water, he lands at the mouth of the St. Regis river, just below Hogansburg. Here the half-drowned Oriental has the water wrung out of his pig-tail, the stubs of his missing thumbs and fingers bandaged up and proceeds to find a place where he can wash his man's shirt.

### Cured Weak Back for 25 Cents.

For two years I was dosed, pilled, and plastered for weak back, scalding urine and constipation, without benefit. One box of Chase's Liver-Kidney Pills relieved, three boxes cured. R. J. Smith, Toronto. One pill a dose, price 25 cents.

## SOCIAL LIFE IN TURKEY.

Smyrna's One Club That Is Over a Century Old.

Boston Evening Transcript: A bright American woman, when told the first two sentences of the constitution of the Rabelais club in London, to wit: "This club shall be called the Rabelais club. Its object shall be social intercourse between its members, and to counteract the influence of women upon society," replied: "What nonsense! As if society would be society at all without the influence of women!" So, in speaking of Smyrna society, one naturally does not mean Turkish society. For, according to the implied definition of our bright friend, such thing does not exist; woman has no social place among the Mohammedan Turks; what "society" they have is purely male. When one says Smyrna society, one means the society and social life of what, in the Levant, are collectively designated as "Europeans"—that is, of the Armenian, Jewish, Greek, French and Italian residents of Smyrna; people whose families have lived there for generations, whose every-day language is Romic Greek (of a very impure sort) or, on occasion, French, or, whether under Turkish rule or foreign consular protection, are still indifferently known as "Europeans."

Most of us think of Smyrna, socially speaking, as an out-of-the-way hole, devoted to sheer money-making—which, of late years, too often has meant the avoidance of money-making—than to the amenities of life. But a visit to the city—especially with efficacious letters of introduction—will give you a different view, and long stability can be over what we here are apt to deem the inevitable concomitants of out-of-the-wayness. To be sure, Smyrna is in no sense metropolitan, but its provincialism is of an exceedingly relative sort, as the French say. The Bostonian, or even the New Yorker, for matter of that, will soon enough stumble up against things there which may give him a certain sense of something not unrelated to provincialism in his own social life at home.

Take, for instance, the Smyrna club—the Cercle des Etrangers. There being but one sounds rather provincial, to be sure, but when you consider that this one celebrated its centennial some fourteen or fifteen years ago, the matter begins to wear another aspect. In our whole country, only the Fish House in Philadelphia has had anything like so long a life to look back upon. And this club, according to our adopted definition, may well be said to come within the circle of social life; for it gives gorgeous balls during the carnival season, at which the most admirable Parisian toilettes float over the polished parqueted floor, illumined by the thousand candles of the great Venetian glass chandeliers and brackets of its noble ballroom.

The card room is another feature which makes the uninitiated American stare a little. It measures about 60 by 50, and the floor is, or was six years ago, covered from mopboard to mopboard with a single Smyrna rug. It took eight camels to get that rug to the club door. Some of the club rules sound strange to us. Billiards and cards are free. What is the use of belonging to a club, the members say, if you have to pay for your game, just like a café? Certain games of cards, reported dangerous to the purse, are permitted only during certain fixed months of the year; when poker comes carte goes out. Besique and whist flourish all the year round. The poker they play there—in the poker season—is unlimited, at a fixed ante of one piastre "good money" (that is, twenty piastres to the moudji), about five cents; but, then, every raise is by rule double assumes quite serious proportions. They bluff like mad. Russian business—with four packs and the "everything counts" principle—is a great favorite. "I love it," said a young Greek one day, "c'est un jeu riche; on est toujours dans les grands chiffres" (it is a rich game; you are always up in the big figures).

Smyrna is one of the headquarters of Oriental gastronomy. The table of well-to-do citizens has long been famous. The cuisine is Turkish, modified a little, but not much, by Occidental taste. And by the way, the modern French, Italian, and German cuisines—all, in fact, but the plain roast and boiled of Anglo-Saxons—are of Oriental origin. The Turks got their cuisine from the Persians; in the old days Turkish magnates had their Persian cooks, just as our millionaires have their French chefs. And this Oriental cookery was brought back to Europe by the returning crusaders—to be further modified and developed according to the taste of different European nations. By the way, the distinguishing mark of Smyrna cookery is its tremendous richness; that of Smyrna eating is its copiousness, in spite of the aforesaid richness. Strange to say, young children, as soon as they can eat solids at all, eat just what their parents do; a special regime for the nursery is unknown. How the youngsters live through it is a mystery, but they manage to grow up notwithstanding, though they do have fits now and then.

The well-to-do Smyrnaite eats his three meals per diem; breakfast at 8, dinner in the middle of the day, supper at 7 in the summer and 8 in the winter. The breakfast is quite as hearty as the traditional old-fashioned American one. Dinner and supper are indistinguishable, and consist of three, four or five courses each. But he would be a poor Smyrnaite who did not manage to edge in a light lunch in the morning down town, and a ditto in the afternoon at the club café, and at every social call you make coffee, cakes and sweetmeats are passed around. Wine is used in exceedingly moderation; the French "grands crus" are seldom met with. Champagne means special festivity. The favorite between-meals drink is raki and water. You smoke everywhere and in every circumstance, except at meals and in church; you smoke at afternoon calls, you smoke even through the square dancers at summer hops—though you do not at ceremonious evening parties and balls in winter. But as a rule only the men smoke; a cigarette-smoking woman would be thought a trifle fast, and fastness, or anything distastefully approaching thereto, is at a terrible discount.

The ladies wait upon the men; not at table, of course, but in the ordinary acts of social life—handing chairs, passing coffee, getting lights for cigarettes, and the like. If a man takes the trouble to let a lady pass through a doorway before him, he is rather laughed at as "Parisian." The consumption of Turkish black coffee is something terrific; fifteen or twenty small cups a day are not

considered excessive. Cigarettes are invariably smoked in a holder; only pack carriers smoke without a holder—probably from motives of economy. Almost all the men carry rosaries in their pockets, not for any religious use, but to play with while talking, "so as not to smoke too much."

The well-to-do Smyrnaite has his country house as well as his town house, the former being at some village from five to ten miles from town. Both are built on much the same plan; a wide hall leading from street to court yard, the parlor opening out of it on one side and the dining room on the other. This hall is the general sitting and reception room. The court yard is beautiful with fine magnolias, flower beds, gravel walks and oftentimes a fountain.

Society conversation would be more interesting if the women were better educated. A Smyrnaite lady never reads a book, unless it be a devotional one, and hardly ever a newspaper. She can read both French and Greek; the latter when printed with phonetic spelling in Latin characters—for the Greek characters she understands not. Spelling is a science she knows nothing of in her Romic, though she may spell well enough, at a pinch, in French. You ask her the name of something and she tells you; you ask her how it is spelled and she replies: "As you please." But she talks well and sensibly on practical themes, and is the best housekeeper.

The family linen, which is changed thoroughly every day, is washed once a fortnight or once a month. Outside "help" is generally called in for the family washing. The house servants are mostly women; only the rich sport a butler. What wages are may be gathered from the exclamation of a Smyrna lady, when she heard that a certain girl often succeeded in making 75 cents a day in the government tobacco factory—at the rate of 25 cents per thousand packages of tobacco, made up and packed: "Seventy-five cents a day? No wonder we find it hard to get servants!"

—200 dozen walking sticks and holding clubs, new importations per Wythop Morris, Colonel Black.

## NO DOCTOR'S PRESCRIPTION

necessary to enable you to buy a cake of

## BABY'S OWN SOAP

Be sure and get the genuine—wherever you can—and you will have the best soap made.

The Albert Toilet Soap Co., Mfrs. Montreal.

## LANSOWNE HOUSE,

...86 YATES STREET...

## Millinery

Newest Styles arrive

weekly by express.

## Dress Stuffs

Best value in the city.

15c. to \$1.50 per yard.

## Waterproofs

For 15 days we will

offer them at cost. No

lady should be without

one

## J. PARTRIDGE.

# COMPETITION VANQUISHED!

Fortifying efforts in the line of convincing Bargains permeating every article adapted for winter wear throughout our mammoth stock.

## Our Overcoats Are Unsurpassed!

In most beautiful patterns, most elaborate workmanship, most fashionable and nobby styles, unequalled in quality, unassailable in price.

The Special Fabrics selected for manufacturing this line of overcoats, forms a positive conception of perfection in choice. We purpose to sell these unapproachable outer coverings at a

## Stupendous Reduction!

It will pay to examine this grand effort of Tailors' Art

## Macintoshes

In numberless array, from the markets renowned for perfection, durability and superiority of make. We quote these goods at such marvellous low figures that it is difficult to conceive

## How It Is Done.

### MEN'S AND BOYS' SUITS

adapted for rain or snow, sunshine or frost. Artistic in design and perfect in finish, comprised of almost every grade. Nothing spurious can be found on our counters or shelves. We satisfy all pocket conditions. Necessity compels us to close at any sacrifice this matchless assortment of men and boy's clothing. Our motto is cash at all hazards.

## 1896 Must Make Room for 1897.

An exceedingly elegant and magnificent outfit of

## Under and Over Wear

at hand fitted for every station of life's "busy throngs." Under suits in solid colors of Gray, White, Black, Salmon, Flesh, Etc., Etc. ALSO—A telling display of striped shirts and drawers. Overshirts in plaid, striped, fancy, mottled and solid colors. Quantities bounteous, materials unique. German linen shirts, white and colored, immeasurably the greatest in extent and by far the cheapest in the city of Victoria.

## Neckwear, Collars, Braces, Handkerchiefs.

Choicest, Nobbiest, Newest, A-100 styles. All Sizes, of every known World-make, from all climes and sections, with a vast variety of fancy goods unprecedented in Gigantic Marked-Down Reductions.

## We Hold the Key

that unlocks the HAT Kingdom. Profusion reigns. Prices Astound. Determination, Perseverance and Grit slaughter the Monster Anconda Extortion. This crusade the toiling masses have never faltered in assisting most royally and gloriously. Protection—proved their judgment. The Workingman Friend their safe uphold, therefore.

H. FREEMAN, 111-113 Government St. VICTORIA, B. C.

## A Good Thing



...Bears Repetition.

The fact that we are still in the Merchant Tailoring business, and continue to uphold the reputation established by a long business career, is a good thing.

## SEE...

## Our Direct Importations of Fall Woolens

Should be inspected by you before you order that Suit or Overcoat. Prices Satisfactory.

## A. GREGG & SON,

MERCHANT TAILORS, YATES STREET

## Advertising

Want perfect your business education but it will sell your goods, and if you possess the qualifications to carry on a business it will bring you

## SUCCESS

"THE TIMES," "Honest Advertising" and "Quick Results" are synonymous terms.

## MINES

### MINING SHARES FOR SALE.

Albert Consolidated	30
Cariboo of Camp McKenney	47
Cariboo and William's Creek (Cariboo)	19
Deer Park	28
Deville (near Alouette)	20
Evening Star	24
Harvest Case	19
Ho d Hope	58
Grand Prime	07
Grand Western	17
Iron Queen	03
Iron Black	03
Jumbo, 500 at 60c, 300 at 62c, 300 at 64c	15
Valley (Trail Creek)	12
Mayflower	18
Monte Cristo	18
Mugwump	08
Mineral Creek (Kibberville)	11
North Star (Trail Creek)	05
Norway (near the O.R.)	22
O. K. (Trail Creek)	23
Howland (Red Mountain)	23
St. Elmo (Trail Creek)	12
Quadrant (Alouette)	13
Van Arda (Texas Island)	13
Wolverine (at Trail)	08

A. W. MORE & CO,

Mining Brokers, 70 Douglas Street

SEE what the Rossland Miner says about the

## SILVER BELL...

PRICE 7c.

Shares advance on 15th to 7c. Certificates any size.

## BEAUMONT BOGGS,

28 Broad Street

### C. D. RAND.

### D. S. WALLBRIDGE

## Rand & Wallbridge

MINING BROKERS,

Sandon,

B. C.

We take pleasure in announcing that we have opened an office at Sandon, for the transaction of a general mining brokerage business. We shall devote our energies to the mines of the Slocan district and hope to interest our friends in some of the valuable properties located in this vicinity.

28 Correspondence solicited.

RAND & WALLBRIDGE.



## THE SEASON FOR

Lung  
Protectors

## Chamois Vests

Has opened. We have them.

**BOWES,** Dispenses Prescriptions.  
100 Government street, near corner  
Yates.

## LOCAL NEWS.

Cleanings of City and Provincial News in  
a Condensed Form.

—Lunch 25c. at the Oriental.  
—Kodaks at Fleming Bros., Govt. st.  
—Nice assortment of Christmas cards  
and books. Johnston's, Kirk Block.  
—Hon. Robert Beaven has decided to  
seek re-election to the office of mayor.

—200 dozen walking sticks and hold-  
up clubs, new importations per Wythop,  
Morris, Colonist Block.

—The auction sale at the District Tele-  
graph and Messenger office, East street,  
announced for yesterday, was postponed  
until Friday, 20th inst.

—Acme Lodge, I.O.O.F., celebrated its  
fifth anniversary with a concert and  
dance last evening. An excellent pro-  
gramme was acceptably carried out.

—"Side Tracked," a farce comedy, in  
which a tramp is the hero, was presented  
by Jules Waters and company last  
evening. Plenty of specialties were in-  
troduced.

—Cold Blast lanterns, coal hods, stove  
pipes, iron tea kettles, galvanized buck-  
ets and other household requisites cheap  
for cash at R. A. Brown & Co's, 80  
Douglas street.

—The choir of the Metropolitan  
Methodist church are arranging a special  
service of song to be given on  
Thanksgiving day at the church in con-  
junction with the service.

—A Chinaman's sloop capsized in  
James Bay last evening and John was  
thrown into the water. His cries  
brought out several boats and he was  
rescued without further damage than a  
wetting.

—Mrs. Lang has charge of the ar-  
rangements for the concert in aid of  
the Protestant Orphans' Home on  
Thursday evening. The programme in-  
cludes some of the latest songs and  
dances and the paddle ballet by twelve  
young ladies.

—The funeral of the late William  
Craft will take place from the family  
residence "Sunnyside," Victoria West,  
at 1:45 to-morrow afternoon and later  
from St. Saviour's church. Members of  
the I.O.O.F., Pioneers and A.O.U.W.,  
will attend the funeral in a body.

—A lecture on "Musical Odds and  
Ends" will be given by Mr. Wm.  
Greig, leader of the Arion Club, in the  
Assembly room of the South Park  
school on Thursday, Nov. 19th, at 8  
o'clock. The admission fee is a book, old  
or new, for the school library. A bright  
and pleasant evening is promised.

—200 dozen walking sticks and hold-  
up clubs, new importations per Wythop,  
Morris, Colonist Block.

—Nine new members of the Girls'  
Friendly Society will be inducted at St.  
Barnabas church this evening. The ser-  
vice will be followed by a Bible class  
conducted by Rev. Mr. Haslam. A sale  
of work will be held by the Girls'  
Friendly Society in Oddfellows' hall,  
Spring Ridge, on Thursday afternoon. A  
concert will be given at 8 o'clock the  
same evening.

—The revival services at Centennial  
Methodist church, under the direction of  
Mrs. Barret, the evangelist, are being  
continued each evening this week, com-  
mencing at 7:30. The interest in these  
meetings is on the increase as was man-  
ifested last evening by the large num-  
ber of persons present who listened to  
a most effective discourse from the Rev.  
Mr. McKee, evangelist of Seattle.  
Mrs. Barret will speak this evening.

—Fred Woods, Charles Clark and  
Maurice Hardy were brought before  
Police Magistrate Macne in the police  
court this morning to answer to the  
charge of vagrancy. They were re-  
manded until the 24th inst., in order  
that they might be allowed, if possible,  
to obtain work, or to leave town. They  
were allowed out on their own recogni-  
zances of \$25 each to appear next Tues-  
day.

—As the Point Ellice bridge has not  
yet been declared open for tramway  
traffic the street car service on the  
Esquimalt route, until further notice,  
will leave corner of Yates and Govern-  
ment streets as follows: First car at  
4:35 a.m. and every twenty minutes  
thereafter until 10:35 p.m., and will  
leave Esquimalt for the city as follows:

Awarded  
Highest Honors—World's Fair,  
DR.

**PRICE'S**  
CREAM  
BAKING  
POWDER  
MOST PERFECT MADE.

A pure Grape Cream of Tartar Powder. Free  
from Ammonia, Alum or any other adulterant.  
40 YEARS THE STANDARD.

first car at 7 a.m., and every twenty  
minutes thereafter until 11 p.m.

—Hungarian Flour for \$1.25 at Johns  
Bros.

—200 dozen walking sticks and hold-  
up clubs, new importations per Wythop,  
Morris, Colonist Block.

—A dispatch from Vancouver says  
that to-day snow is falling heavily in  
that city. Up to three o'clock this af-  
ternoon half an inch had fallen.

—There is no charge for the organ  
recital to be given this evening in St.  
Andrew's Presbyterian church by Mr.  
G. J. Burnett.

—The Y.M.C.A. propose to hold a  
week of prayer, beginning on Monday  
next and continuing until Friday even-  
ing. The young men of the city are  
cordially invited to attend the meetings  
held during the week.

—Inspector Burns will occupy the  
chair during Mr. Greig's lecture on  
"Musical Odds and Ends" at the South  
Park school on Thursday. "A novel fea-  
ture of the evening's entertainment is the  
admission fee, which is a book, old or  
new, for the school library.

—Mr. Marquis of the Bank of B.N.A.,  
was severely bitten by a collie dog on  
Broad street this morning. Mr. Marquis  
was walking along the street when the  
dog, which had been following a  
butcher-wagon, without the slightest  
provocation sprang at him and inserted  
the teeth in the fleshy part of the leg.  
Mr. Marquis had the wounds cauterized  
by a medical man.

—The death occurred yesterday at  
Victoria West of Mrs. Thomas P. Wat-  
son and her infant child. Deceased was  
a daughter of Mr. Mark Parsons, and  
highly respected by the many friends  
she had made. She was 25 years of  
age. The funeral will take place from  
the family residence on Jessie street,  
Victoria West, on Thursday afternoon  
at 2 o'clock.

—John James Virtue, an expressman,  
well known in this city, died this after-  
noon at 2:30 o'clock. Deceased yester-  
day morning was driving a truck on  
North Park street when he burst a  
bloodvessel. He managed to sit on the  
seat of his express until the horse walk-  
ed home, he was at once helped into  
the house and laid in bed where he lay  
until the end came this afternoon. He  
was a native of Fredericton, N.B., and  
was about 65 years of age. Virtue was  
a widower and leaves two sons.

## SEALING ASSOCIATION.

Owners of Schooners Discussing the  
Matter This Afternoon.

A meeting of the owners of sealing  
vessels is being held in the Board of  
Trade rooms this afternoon. The sub-  
ject under discussion is the advisability  
of forming a co-operative sealing as-  
sociation, to consist of owners of vessels  
engaged in sealing. A printed memoran-  
dum in reference to the formation of  
the association, which was distributed  
among those present, states that the ob-  
jects are the proper manning of the ves-  
sels of the association with the least  
possible expense, and the maintenance of  
a fair scale of wages; the proper and  
judicious marketing of the total catch;  
the establishment of a co-operative  
method of defraying the cost of outfit-  
ting, insuring and operating the vessels  
of the association; and an equitable di-  
vision of profits. Besides describing the  
conditions of membership, and the fi-  
nancial method of conducting the asso-  
ciation, the memorandum suggests that  
the following scale of wages be adopted:  
Indian crews, bonus to each canoe, \$10;  
per skin, \$2.50; advance in supplies,  
\$20; white men on Indian schooners per  
month \$25. White crews: Hunters,  
one-fifth lay and both pullers and steer-  
ers 75 cents per skin on the catch of  
their respective boats.

The memorandum evoked consid-  
erable discussion among those present, and  
up to four o'clock no decision as to  
the formation of the association had been  
arrived at.

## SHIPPING.

Doings in Marine Circles During the  
Past Twenty-Four Hours.

Among the passengers brought down  
by the steamer Boscowitz from the  
north were Captain Scott, Captain Whit-  
worth, Isaac Whitworth, an engineer  
and George Blair, a ship carpenter.  
These were the crew of the little can-  
nery steamer Georgia which was swamp-  
ed by the heavy seas in Queen Charlotte  
Sound on Wednesday last. The Georgia  
belonged to the B. C. Cannery Company  
and had been used in connection with  
their canneries at Rivers Inlet. Being  
much in need of repairs she left the in-  
let in charge of Captain Scott and the  
above crew. As a matter of safety a  
stoutly built yawl was towed behind the  
steamer. In Queen Charlotte Sound the  
Georgia encountered rough weather and  
heavy seas. One of these came over the  
steamer. Captain Whitworth, who is the  
regular master of the steamer, and his  
company, had just time to seize their  
clothes and a small stock of pro-  
visions and get into the yawl before the  
steamer went to the bottom. They  
buled the boat for eleven hours in a  
blinding snow storm before making a  
landing at Cape Calvert. From there  
they rowed to Whonnock. The Georgia  
was registered at 20 tons net. She was  
built in 1872 and was for some time  
employed as a passenger steamer between  
Seaback and Port Gamble. The Dom-  
inion government then purchased her  
and used her as a tug for the har-  
bor dredge. She was valued at \$5,000  
and was insured for nearly that amount.

After the Danube had been loaded  
with freight for the Northern ports, it  
was found that her machinery, which  
had been strained by the steamer strike  
for a week several weeks ago, was not  
working smoothly. Her freight was  
transferred to the Islander, which will  
leave for the North this evening. The  
Danube will undergo necessary repairs.

The City of Puebla arrived from San  
Francisco at noon to-day after a very  
quick and pleasant passage. She had  
the following passengers on board for  
Victoria: Miss Eva Carlton, Miss Stan-  
ton, P. C. Eckford, F. M. Edwards,  
Mrs. C. H. Westcott, A. Ward, G. A.  
Robertson, Mrs. C. M. Smith.

You Will Not  
be Disappointed

If you use London Hospi-  
tal Cough Cure for that  
Cold.

**JOHN COCHRANE, Chemist,**  
SOLE AGENT.

N. W. Corner Yates and Douglas St.  
Night Clerk in Attendance.

## WAS HE DROWNED?

Mr. Wm. Thompson, a View Street  
Merchant, Probably Lost in  
Sooke River.

Wagon Tracks Lead into the  
Stream but There are no  
Traces of the Man.

In all probability Mr. William Thomp-  
son, of the firm of Thompson & Co.,  
grocers, corner of View and Quadra  
streets, has perished in the swollen wa-  
ters of Sooke river. He left the city  
about 1 o'clock yesterday afternoon,  
with the object of visiting the caretaker  
at the Goldstream waterworks and the  
settlers at Sooke lake. He passed the  
Goldstream hotel about three o'clock,  
and has not since been seen, but there  
are wagon tracks leading to the very  
edge of the stream and no trace of Mr.  
Thompson's wagon or horse. Mr.  
Thompson made periodical trips to the  
Sooke lake district and was well known  
by the settlers.

About nine o'clock last evening Mr.  
Haley, who lives at the lower end of  
Sooke lake, on the west side of the  
Sooke river and about a mile from the  
trunk road, was disturbed by a dog  
scratching at his door. Upon opening  
it he found an Irish setter, which he at  
once concluded was Mr. Thompson's. He  
went out to the barn, thinking Mr.  
Thompson was there with his rig to re-  
main with him over night, as he usually  
did when he visited the district. Mr.  
Haley was surprised to find no one  
there, and that the faithful dog in-  
stead of remaining in the direction  
of the river, Mr. Haley followed the  
dog to the river, but could see no one.  
Becoming alarmed at the strange con-  
duct of the dog, and thinking something  
serious had happened, he took his boat  
and rowed across the lake to the main  
wagon road. This he followed down  
until he struck the branch road run-  
ning into his place. Distinctly mark-  
ed in the three inches of snow which  
had fallen during the day were the  
tracks of a vehicle and the imprints of  
a horse's hoofs. From the hoof marks  
he saw that the horse was travelling  
towards the river. He followed down  
to the stream and found the tracks led  
right into the water. Mr. Haley fol-  
lowed Sooke river down to where it is  
joined by Deception river, but saw no  
traces of a rig. He returned to the re-  
sidence of Mr. Frank Buttmer, who at  
once started for the city to report the  
matter. He walked the entire distance  
from Sooke lake in about seven hours,  
reaching here at eight o'clock this morn-  
ing, and informing the provincial police  
and Mr. Thompson's friends of the facts  
as related above.

The chances for Mr. Thompson's  
safety are unfortunately very slim. Ac-  
cording to Mr. Phair, of Goldstream  
hotel, his was the only rig which passed  
Goldstream hotel yesterday. Mr.  
Thompson might have driven into the  
residence of the caretaker of the water-  
works, but Mr. Buttmer says there  
were no wagon tracks on the road lead-  
ing to the waterworks. The tracks  
leading to the river and the dog's going  
to Haley's house are considered strong  
circumstantial evidence of the fact that  
someone has been carried away by the  
swift current of the river.

At the point where the accident is  
supposed to have happened there is no  
bridge across the river. There was a  
bridge there, but it was carried away  
over a year ago and has never been  
replaced by the provincial government.  
Mr. Haley offered to contribute one-half  
the cost of a suitable bridge, but the of-  
fer was not accepted. Ordinarily there  
is about one foot of water at this point,  
and teams could be driven across with  
comparative safety, but the recent rains  
have swollen the river into a foaming  
torrent over seven feet deep and nearly  
seventy-five feet wide. This volume of  
water carried the logs and other debris  
which was in the bed of the stream, to-  
ward Sooke harbor, leaving nothing to  
hold a vehicle should the same get into  
the water. Mr. Thompson's partner ex-  
pressed surprise this morning that Mr.  
Thompson would venture into the river  
at this time of the year, as he was  
timid about crossing even when the  
water was lowest in the dry season.

Mr. Moses Macgregor and Mrs.  
Thompson, the wife of the missing man,  
left for Sooke lake this morning. They  
are not expected back before to-night,  
and in the meantime no further particu-  
lars can be learned.

across Deer creek, about three miles  
on this side of Sooke lake, has been un-  
dermined, and is dangerous for vehicles to  
pass over.

## PERSONAL.

H. H. Hall and B. A. Chibberg, Seat-  
tle, are at the Oriental.

Mrs. K. Healy returned from Na-  
namo last Sunday evening.

A. R. Tufts and B. Fisher, Vancouver,  
are registered at the New England.  
Capt. Alex. McLean, of San Fran-  
cisco, at one time a prominent sealer, is  
in the city.

We supply shaving outfits that we  
guarantee. Get one at Fox's, 78 Gov-  
ernment street.

## IN SEALERS FAVOR

U. S. Court of Appeal Decides Co-  
quitlam Case in Favor  
of Sealers.

Course of the Case Since the Steam-  
er was Seized by U. S. Cutter  
in Behring Sea.

Mr. A. L. Belyea this morning re-  
ceived a telegram from Attorney E. C.  
Hughes, of Seattle, stating that "Court  
of Appeals has reversed Coquitlam case  
and dismissed libel." It will be remem-  
bered that in the summer of 1892 the  
Coquitlam was seized by a United States  
revenue cutter, and at the time of seizure  
she had a cargo of 6,000 seal skins gath-  
ered from schooners before they went  
into Behring Sea. The libel against the  
ship was for transferring cargo in the  
territorial waters of the United States  
and within a marine league of the shore.  
The case was tried at Sitka and the  
District court condemned the ship, but  
she and her cargo were released on a  
bond of \$100,000 being put up. An ap-  
peal was taken to the Circuit Court of  
Appeals in San Francisco and there ar-  
gued over a year ago. After the argu-  
ment a question arose as to whether  
or not the Circuit Court of Appeals had  
jurisdiction and the question was re-  
ferred to the Supreme court of the United  
States at Washington and it was de-  
cided that the court at San Francisco  
had jurisdiction, and that court yester-  
day decided in favor of the Coquitlam  
and dismissed the libel. As this is the  
court of last resort the case is now  
ended. Mr. E. C. Hughes, of Seattle,  
acted as counsel for the owners of the  
cargo and with him was associated Mr.  
A. L. Belyea, of Victoria.

## A COAT OF ARMS.

The practice of granting arms is still  
in vogue in England, Ireland, Scotland,  
Austria, Spain, Portugal, Italy, Ger-  
many, etc., and that at times the Pope,  
as Sovereign Pontiff, exercises the pow-  
er, is witnessed by Leo the Thirteenth,  
granting arms to the Catholic Sec. of  
Westminster by a decree dated the 30th  
of June, 1894.

Indeed, it is by patent or grant alone  
that a new family can legitimately ac-  
quire a coat of arms.

The modus operandi in England, for  
example, is as follows: The applicant  
for a patent of arms (from the crown)  
may employ any member be pleased of  
the Herald's College, and through him  
present a memorial to the Earl Marshal  
of England (who acts for the Crown in  
these matters), setting forth that he, the  
memorialist, is not entitled to arms or  
cannot prove his right to such, and pray-  
ing that His Grace the Earl Marshal  
will issue his warrant to the Kings of  
Arms, authorizing them to grant and  
confer to him due and proper armorial  
ensigns, to be borne according to the  
laws of heraldry by him and his de-  
scendants.

This memorial is presented and a war-  
rant is issued by the Earl Marshal, un-  
der which a patent of arms is made out,  
exhibiting a painting of the armorial en-  
signs granted, the Royal arms of Eng-  
land, the arms of the Earl Marshal and  
those of the college, and describing in  
official terms the proceedings that have  
taken place, and a correct blazon of the  
arms. This patent is registered in the  
books of the Herald's College, and re-  
ceives the signatures of the garter, and  
one or both of the Provincial Kings of  
Arms.

## MURDER IN CONSTANTINOPLE.

Mere murder is so common in some  
districts of Constantinople that the mur-  
derer is rarely brought to justice. His  
friends smuggle him away even if the  
police find him they dare not do any-  
thing. And the rules of service are very  
peculiar. If you have a Croat in your  
employ he will come to you some day  
and say: "I'm going away for three  
months, but my nephew will take my  
place." The director of a well-known  
insurance company was murdered owing  
to a misunderstanding which arose from  
this cause. During a certain Croat's  
absence it was found that the branch  
where his substitute was employed  
could not be made to pay. It was,  
therefore, closed, and the employees dis-  
missed. The original Croat came back  
and went to the director. "I've come  
back," "Very sorry, but the business  
has been closed," "I can't help that; I  
want my place," "You can't have it."  
"Then I'll shoot you." And he did.  
The police came to the house where  
the murderer was known to be in hid-  
ing, but twelve Croats stepped out in a  
line across the street. "We are all  
armed to the teeth, and will kill every  
man of you. Is it worth while for me  
to stay?" The police decided it  
was not, and went home again. Some  
years ago an English resident was at-  
tacked by a scoundrel at the Street  
Water, and the scoundrel was sent to  
prison.

The scoundrel was at last sen-  
tenced to imprisonment for life. A  
week later the wife of the injured man  
received a jaunty salute from the scoun-  
drel as he passed her in the Grand Rue  
de Pera. Pull Mall Gazette.

## Fire Insurance.

Western Assurance Co.  
(Established 1851.)

Norwich Union  
(Established 1797.)

HEISTERMAN & CO.  
GENERAL AGENTS.

## Don't Carry It Too Far!

This economising. Don't wait until you have caught cold! Then  
come and buy that fall overcoat. Doctors' bills come high and a  
very nice Melton overcoat can be bought here for \$7; better ones  
at \$10 and \$12.

## WOOLEN UNDERWEAR

An ounce of prevention is worth \$2 to you. That's the price of our  
warm woolen suits of underwear. Cheaper than cough medicines,  
or the services of a physician. Woolen every fabric.

## CAMERON,

THE CASH CLOTHIER, 55 JOHNSON STREET.

WET  
FEET.

Cause colds, sickness, and no end of  
trouble, and one must be careful about  
footwear this weather. If yours is not  
strictly water-tight come and see us.  
We have cork-soled boots for ladies and  
men, Slater's rubber-soled boots for  
men, English K boots, gum boots, rub-  
bers, etc. We can shoe you comfortably  
for moderate money.

## A. B. ERSKINE,

Corner Government and Johnson Street.

## Don't Send Home

To England for your Winter Suit. There's no need to.  
We can give you a better fitting suit, a better-made suit  
and first-class material at as low a price as is quoted by  
London tailors. Call and examine our stock and get our  
prices.

## Campbell &amp; Co.

LEADING TAILORS, Cor. Broad Street and Truncheon Ave.

## ONTARIO

Buckwheat  
Flour.

(SILVER GREY) Manufacturers say the color will sell it and  
flavor bring buyers back.

## HARDRESS CLARKE.

## Have...

YOU  
BOUGHT  
THAT  
AIR-TIGHT  
HEATER  
YET



## Perry's Sheet Metal Works,

Corner Broad Street and Truncheon Avenue

## How Do You Do?

"Where are you going?"  
"I am going to the Sterling. I must tell you  
what cheap lines and good values they have for  
the money there. Listen:

Dress Goods, now from 25c. up.  
Excellent Values in Linings.  
New Velvets. Just think of it! From 15c. up.  
China Silks are selling fast. Only 40c.  
They have very beautiful Comforters. The Cheapest in town.  
Ladies' and Children's Vests from 20c. up.  
Dr. Warner's Corsets are taking well.

"If you have not tried them call in and see  
them. I can't stop now to tell you. Good-bye!  
I must go now; I have to get there early to avoid  
the rush."

## THE STERLING,

55 YATES STREET,  
E. W. PRATT, Manager.

## They Say

A good salesman can sell anything. Our motto is "to sell you what  
you want," making customers and retaining them; not selling customers  
and losing them.

## Jim Maynard's Boot and Shoe Store.

Douglas Street, Opposite City Hall.







## NORTH WARD SCHOOL

Investigation Committee Presented  
Their Report to the Council  
Last Evening.

What Caused the Defects and Those  
Who are Considered  
Responsible.

The special committee appointed by the City Council to hold an investigation into the defects in the North Ward school building, last evening submitted their report. After receiving the report, the committee held a meeting and the witnesses examined the report and the committee.

Your committee deemed it their duty to inquire into the causes of the defects, whether in design or construction, and to ascertain where the responsibility should rest. It appears that in 1893 the trustees invited by advertisement architects to send in competitive plans for school buildings not to exceed \$25,000 in cost. Fourteen or fifteen sets of plans were received, and Mr. McKay Frapp, Esq., of Vancouver, was called in to report upon the merits of the plans. His report gave first place to the plans of Messrs. "Soulé & Day," who were authorized to prepare detailed plans and specifications. Before, however, the tenders were called for the trustees caused the plans to be submitted to Mr. Northcott for his approval, who advised certain changes to be made for the strengthening of the building, which was agreed to by the architects. Tenders were then called for and Messrs. Elford & Smith became the contractors. Edward J. Gray was appointed clerk of the works by the trustees, which appointment was not objected to by the architects. During the construction Mr. Northcott further advised informally the strengthening of the building and the clerk of the works, upon instruction of the chairman of the trustees, in a letter, without the knowledge of the architects, reported upon the matter to the trustees. These alterations were assented to by the architects, and agreed to by the trustees, being charged as extras.

It was acknowledged by all the witnesses that the general design of the building—with the exception of the roof—was excellent, admirably suited as to ventilation, light, heating and exits for the purposes of a school; the corridor and partition walls being so arranged as to give great stability to the structure. The evidence as to the design of the roof is somewhat conflicting. Architect Wilson considered this form of construction defective and unusual and that a greater degree of safety would have been attained by another form of truss—namely, a gable truss. Architects Keith, Muir and Bayne contended that the general principle of the roof was not unusual, and was sufficiently strong for its purpose. It appears from the evidence that a lighter form of girder was used than was advisable and a slight deflection—both vertical and lateral—had taken place; that a considerable "sagging" of the main trusses was also apparent, and this occasioned an undue pressure upon the diagonal braces, beneath the truss, the foot of which rested upon the outer walls. The elevation of the truss shows that the diagonal braces were to be bolted at the foot to the wooden girders running across the building. Owing to an error of the architects in spacing the girders and trusses, the bolting could not be carried out, and no remedy was provided for this defect by either architect or builder. Under ordinary use there would be but little danger from these defects, but in case of a high wind or the gathering of a large audience in the assembly room the vibration might be so great as to create a very serious element of danger.

Very serious defects were shown to exist in the stairways. It is evident that the plans and specifications called for good, substantial construction, and that some blame attaches to both architects and builders. The rough stairways—which were intended to give strength to the stairways—were in some cases entirely omitted, and in others insufficient and defective; some of the trimmers, upon which the security of the stair largely depended, were not properly inserted into the walls. A serious settlement of some of the upper landings had also taken place.

THE SCHOOL TRUSTEES. Your committee desire to report that the evidence clearly substantiates the fact that the trustees did all in their power to obtain a good and first-class building—that they did not interfere with the architects or builders in any way detrimental to the work, and agreed to any and all changes advised by the architect and building inspector for the greater stability of the structure. It must, however, be stated, that the trustees, contrary to custom, received a communication directly from the clerk of works, and that they dismissed the clerk of works before the building was completed without the written consent of the architects. It is also shown that upon the receipt of a warning from the building inspector (Mr. Northcott) of the insecurity of the assembly room and adjoining them, that the stairways be examined on June 15th, 1896, the trustees did not properly investigate the matter complained of and proceed immediately with the repairs. Had this been done, the feeling of uneasiness in the minds of many of our citizens would have been removed, and there would have been no need of an investigation.

THE ARCHITECTS. The evidence shows that the architects had prepared plans and designs admirably suited for the purpose of a school building. Doubtless in order to obtain tenders sufficiently low to enable them to retain the work allotted them, they probably prepared specifications that may have in minor matters erred on the side of cheapness, but the evidence clearly demonstrates that if the building had been carried out as specified, with the exception of the sagging of the trusses and beams to which they were to be bolted, there would have been no material danger. The committee consider that the architects did not exercise sufficient control over the work; that they allowed often

their professional rights to be encroached upon without due remuneration, and that they granted the final certificate to the builders without a searching and thorough inspection. It is evident that they cannot be acquitted of blame in the imperfect building of the stairways, and they should have provided a remedy for the non-bolting of the diagonal braces under the truss. The evidence generally implies that the work was not so well finished as is desirable in structures of this character.

CLERK OF WORKS. This official, E. J. Gray, was appointed by the trustees, and not by the architects. Evidence differed as to whether the architect or owners should appoint a clerk of works; it is certain, however, that the architects offered no protest and tacitly acquiesced in the choice of the trustees. Mr. Gray appears to have had considerable experience in building, principally in mill work, and he claimed stair building was his specialty. Your committee call particular attention to the point before mentioned that he addressed a letter to the trustees advising certain changes to be made without first communicating the same to the architects; that he allowed certain defects in the roof construction to pass without report to anyone; that he authorized changes upon his own responsibility of certain work called for in the specifications, and other work not clearly outlined in detailed plans, but mainly required to give equal strength to all parts of the roof was not done, nor does it appear that although he must have been aware of these serious omissions; that he called the attention of the architects to the matter. It further appears that the greater portion of the stairways was built whilst he was on the building, which stairways have proved very defective.

THE CONTRACTORS. It does not appear that any difficulty arose with the contractors. The evidence shows that they carried out the instructions and orders of the architect, and were willing to fulfil their contract according to the specifications. The committee think that the building bears marks of apparent rough and hurried construction, but inasmuch as the architects gave certificates, and the clerk of the works made no protest, it is to be presumed both were satisfied by the work done. One exception must be made. The committee wish to record their opinion that the building of the stairways was most reprehensible, and equal blame attaches to architects, clerk of the works and contractors. The fault evidently lies with gross carelessness, incompetent workmanship and insufficient supervision.

THE DEFECTS REMEDIED. The committee further wish to report that all the defects in construction mentioned before have now been remedied, and that all reasonable safeguards have been taken for the stability of the building and the safety of the occupants. The parents, teachers and citizens may now feel assured that the education of the children in the North Ward school is not now attended with any danger.

The following is a brief description of the principal work done: The whole of the stairs have been stripped, re-blocked and nailed and new carriages put in. From basement to ground and ground to first floor 8x8 posts have been put under each landing and the whole of the soffits of the stairs lined with narrow boarding, and made perfectly secure, also all trimmers made double and the outside steps made secure by putting partitions underneath them. In the assembly room, one partition has been put across the building under one of the principals made of 2x6 scantling with all necessary braces and boarded both sides with T. and G. diagonal boarding well nailed, also two posts 8x8 placed under each principal and two to each end resting on stone corbels on brick walls with iron brackets to each bolted to principals and posts.

In the roof extra collar ties have been put in, also purlins in both ends of building, other purlins relocated and some extra rafters put in; all iron work and straps tightened up; also all lateral rods between principal beams. Bolts have been put in all the beams of the main trusses.

The east wall of the main building has been taken down about four feet and rebuilt and made straight, also six heavy anchors bolted fast to beams and put through the walls with heavy cast iron washers on outside. Anchors and washers are also put in front wall, the whole of the side roof braced to lantern walls and bulk heads placed on each beam against steel girders to prevent them from twisting. The joints in all trussed beams have been wedged with iron and made perfectly secure.

In concluding this report the committee beg to submit that in their opinion a great deal of unwise and unwarranted criticism has been passed upon the building. Saving for the defects mentioned—which have been easily remedied—and probably could have been done at a much less expenditure of money. The alarm existing in the public mind as to the general character of the building was to a great extent unwarranted. After Mr. Northcott's report the assembly room would not have been used for any large audience and therefore the danger from the condition of the roof was small, but the stairways which were being continually used by the children were certainly in a very unsafe condition, being in fact the only real cause for alarm.

Alarmed, statements are generally harmful to the public interest as an unwise security. Periodical inspection of all public works, bridges, schools, churches, hotels and all large buildings is an imperative duty, and steps in that direction for a regular and systematic inspection and report should at once be commenced by the provincial government, the city council and the board of school trustees.

W. MARCHANT (Chairman).  
JNO. MACMILLAN.  
R. T. WILLIAMS.

Chase's K. & L. Pills Cure Dyspepsia. For the last eight years I have been a sufferer from constipation and dyspepsia—I tried dozens of different medicines, but nothing gave me relief until I used Dr. Chase's Kidney-Liver Pills which cured me.

JAMES HEAD,  
Woodville, Ont.

—200 dozen walking sticks and hold-up clubs, new importations per Wythop, Morris, Colonel Block.

## Chase and Sanborn's Coffee



The quality of the Coffee we sell under our trade mark is our best advertisement.

This Seal is our trade mark, and guarantees perfection of quality, strength and flavor.

BOSTON. MONTREAL. CHICAGO.

## ALL DEPENDS ON WEYLER.

If His Campaign is Not Successful Cleveland May Interfere.

New York, Nov. 16.—A dispatch to the Herald from Washington says: The Cuban situation is pregnant with possibilities. There is not a public man in Washington who does not realize the gravity of the situation. The president, his cabinet, Consul-General Lee and officials and diplomats generally, are waiting for the developments of the next fortnight with the greatest concern as to the result. All hands seem to agree that the real crisis is connected with General Weyler's present campaign against Maceo.

There are good grounds for believing that Consul-General Lee is in favor of intervention in the interest of securing the autonomy of Cuba. If General Weyler's campaign does not result in a more peaceful solution of the present difficulty than is expected, Gen. Lee, however, is diplomatically reticent as to his own views on the situation, and will not admit that he favors intervention.

No one is more anxiously watching for developments than President Cleveland. The Cuban feature of his message is held back and will not be written until something definite is heard as to the result of General Weyler's military operations in Pinar-del-Rio. No one can say how the president will deal with the Cuban situation in his message. All will depend upon the result of General Weyler's campaign. Should General Weyler be repulsed or should he return to Havana without accomplishing any results at all, everything would be in a chaotic state in Cuba and in Spain, and there is no telling what the consequences would be.

Of the possibilities connected with General Weyler's campaign a complete victory over Maceo is considered least likely to occur. It is this phase of the situation that is causing the chief concern. There is already a suppressed spirit of discontent among the Spanish troops, both regulars and militia, over the methods which have recently prevailed. It is known to the authorities here that there are serious complaints from the troops, particularly on the part of the militia, on account of the great hardship they have been compelled to undergo without remuneration or proper supplies of either food or clothing.

Reviewing the political aspect both in Spain and Cuba, from every point of view, they find it very difficult to figure out peaceful solutions. From the Spanish side of the case, the war must be kept up to preserve the control of the monarchical party. From the point of view of the United States a prolongation of the war in Cuba means the utter destruction of all American interests in the island and its utter ruin almost beyond recovery.

## EASY TO DYE

Old Suits and Gowns Readily Made to Look Like New.

A user of this wonderful Diamond Dyes writes as follows:

"I have had great success in my first attempt with Diamond Dyes. My husband had a suit of summer clothes the color of which did not please him. We used a package of Navy Blue Diamond Dye, following the directions, and the suit was soon transformed to a sedate, genteel color, making it as good as new."

For years Diamond Dyes have been the standard dyes for thousands of homes in Canada, where their ease of use and reliability have made many an old suit or gown look like new.

Ask for the "Diamond," use only the "Diamond," and success will surely attend your work.

They make one feel as though life was worth living. Take one of Carter's Little Liver Pills after eating; it will relieve dyspepsia, aid digestion, give tone and vigor to the system.

"The worst cold I ever had in my life was cured by Chamberlain's Cough Remedy," writes W. E. Nelson, of Surrey Creek, Cal. "This cold left me with a cough and I was expecting that the time, the remedy cured me, and I want all my friends when troubled with a cold to try it. It is the best I have ever used." Sold by all druggists, Langley & Henderson Bros., wholesale agents, Victoria and Vancouver.

—Wall paper in abundance at Weiler Bros. You can see no better selection.

## ELECTION CARDS

## The Mayoralty

To the Ratepayers of the City of Victoria.

LADIES AND GENTLEMEN.—At the request of a number of my fellow citizens, I have the honor to announce that I will be a candidate for the office of Mayor at the next election, and respectfully solicit your votes and support.

CHAS. E. REDFERN.

NOTICE TO ADVERTISERS.—Changes for standing advertisements must be handed in at the office before 11 a.m. of the day the 'Change' is desired to appear.

## JNO. MESTON.



## Carriage Maker

BLACKSMITH, ETC.  
Broad street, between Johnson and Pandora streets.

## TRANSPORTATION

## ESQUIMALT &amp; NANAIMO R.V. COMPANY.

Until further notice the morning train for Nanaimo will not leave Victoria until 10 o'clock, and the Saturday afternoon trains are cancelled.

JOSEPH HUNTER,  
Gen. Superintendent.

## ESQUIMALT &amp; NANAIMO R.V. COMPANY.

Until further notice the S.S. "CITY OF NANAIMO" will sail as follows:

Leave Victoria for Nanaimo..... Monday, 7 a.m.  
" Nanaimo for Victoria..... Tuesday, 7 a.m.  
" Victoria for Comox..... Wednesday, 7 a.m.  
" Comox for Victoria..... Thursday, 7 a.m.  
" Victoria for Nanaimo..... Friday, 7 a.m.  
" Nanaimo for Victoria..... Saturday, 7 a.m.

## Still the Fastest.

BUFFET GREAT NORTHERN RAILWAY TO ALL POINTS EAST.  
ROCK BALLAST—NO DUST.  
The Shortest Route to Kootenay Points.  
Overland leaves Seattle 10 p.m.; arrives 7:30 a.m.  
Coast line leaves Seattle 9:15 a.m.; arrives 5:30 p.m.  
For further information call on or address R. C. STEVENSON, J. H. ROGERS, Agt., G.W.P.A., Seattle, 75 Government St.

## POINTS ON PUGET SOUND.

SS. "ROSALIE"  
Leaves Victoria Daily at 10 a.m., except Sunday.  
Arriving at Victoria Daily except Sundays at 8 a.m.  
Leaves Seattle at 12:30 a.m., Daily except Sunday.  
For tickets and information call on J. K. DEVLIN, Agent, 75 Government Street.

## Victoria &amp; Sidney R'y

Trains will run between Victoria and Sidney daily as follows:

Leave Victoria at..... 7:00 a.m., 4:00 p.m.  
Leave Sidney at..... 8:15 a.m., 5:15 p.m.

## SATURDAYS.

Leave Victoria at..... 7:00 a.m., 2:00 p.m.  
Leave Sidney at..... 8:15 a.m., 5:15 p.m.

## SUNDAYS.

Leave Victoria at..... 7:00 a.m., 2:00 p.m.  
Leave Sidney at..... 8:15 a.m., 5:15 p.m.

## Spokane Falls &amp; Northern Ry.

NELSON & FORT SHEPPARD R.V.  
ALL RAIL TO NELSON, B. C.  
The only through line to Nelson, Kootenay Lake and Shuswap.  
THROUGH TRAINS SEMI-WEEKLY.  
Daily except Sunday, between Spokane and Marcus.

7 A.M. LV. SPOKANE..... AT 5:30 P.M. COMMENCING JANUARY 8th, on Wednesdays and Saturdays trains will run through, arriving at Nelson at 5:40 p.m., making close connection with the steamer Nelson for Kootenay Lake and Shuswap, arriving at 9:00 p.m., same days. Returning passengers will leave lake points and Nelson on Tuesdays and Fridays, arriving at Spokane at 6:30 p.m., same days.

## TRANSPORTATION. Canadian Pacific Navigation Co. (LIMITED.)

Time Table No. 28, Taking Effect November 1st, 1896.

VANCOUVER ROUTE.  
Victoria to Vancouver daily, except Monday at 2 o'clock.  
Vancouver to Victoria daily, except Monday, at 12:15 o'clock, or on arrival of C. P. R. No. 1 train.

NEW WESTMINSTER ROUTE.  
Leave Victoria for New Westminster, Leeches Landing and Lulu Island, Monday at 2 o'clock, Wednesday and Friday at 7 o'clock. Sunday's steamer to New Westminster connects with C. P. R. train No. 2 going east Monday.  
For Pender and Moreby Islands Friday at 7 o'clock.  
Leave New Westminster for Victoria, Monday at 12:15 o'clock; Thursday and Saturday at 7 o'clock.  
For Plumper Pass Thursday and Saturday at 7 o'clock.  
For Pender Island and Moreby Islands Thursday morning at 7 o'clock.

NOTICE.—This company will leave for Port Simpson and intermediate ports via Vancouver the first and 15th of each month at 8 o'clock, when sufficient inducements offer will extend trips to West Coast points and Queen Charlotte Islands.

BARCLAY SOUND ROUTE.  
Steamer "Teas" leaves Victoria for Alberni and Bark Sound on the 10th, 20th and 30th of each month.

The company reserves the right of changing this time table at any time without notification.  
O. A. CARLTON, JNO. IRVING, General Agent, Manager.



## 2-DAILY TRAINS--2

Spokane, St. Paul, Duluth, Grand Forks, Winnipeg, Minneapolis, Fargo, Crookston, Helena.

## Through Pullman Sleeping Cars,

Elegant Dining Cars,

Upgraded Tourist Sleeping Cars

## THROUGH TICKETS

To Chicago, Washington, Philadelphia, New York, Boston, and All Points East and South. Also to China and Japan via Northern Pacific S.S. Co.

The only all rail route to Nelson, B. C. and Kootenay Gold Fields.

For full information, time cards, maps, etc., call on or address E. E. BLACKWOOD, Freight and Passenger Agent, Victoria, B. C. A. D. CHARLTON, Asst. Gen. Pass. Agt., 225 Morrison St., Portland, Ore.

## Puguet Sound Points.

TAKE THE FINE STEAMER "City of Kingston"

Speed, 18 knots. Tonnage, 1147.  
8:30 p.m. Lv. M... Victoria... 11:00 a.m. Ar. 4:30 p.m. 11:45 p.m. Lv. S.P. Tacoma... 7:15 p.m. Ar. 1:30 p.m. 12:30 p.m. Lv. S... Seattle... 1:30 p.m. Ar. 4:45 a.m. Ar. 10:10 Tacoma... 10:10 p.m. Ar. 5:00 a.m.

Steamer City of Kingston makes connection at Tacoma with Northern Pacific trains to and from points east and south.  
Daily except Monday.  
R. E. BLACKWOOD, Asst. Victoria, B. C.

## Going to Chicago or Anywhere East?

If you are, see that your ticket from Minneapolis, St. Paul to Duluth reads via

## THE NORTH-WESTERN LINE

(C. S. F. M. & O. RY.)  
Three (3) First-Class Trains Leave Minneapolis and St. Paul for Chicago on arrival of trains from Victoria, as follows:

Leave Minneapolis 7:30 a.m.; St. Paul 8:10 a.m. Daily. Budget State Express. Has Pullman Car to Chicago. Arrive Milwaukee 8 p.m., Chicago 9:45 p.m.

Leave Minneapolis 6 p.m.; St. Paul 6:35 p.m., Except Sunday, Atlantic & Southern Express, has Wagner Buffet Sleeper and FREE Chair Car to Chicago. Arrive Chicago 8 p.m.

Leave Minneapolis 7:30 p.m.; St. Paul 8:10 p.m. Daily. Famous North Western Limited. Has Pullman and Wagner Private Compartment and 16 Section Sleepers and Buffet Car. Sleeper to Milwaukee, Breakfast in Dining Car before reaching Chicago. Arrive Milwaukee 7:30 p.m.; Chicago 9:30 a.m.

For Illustrated Folder FREE descriptive of Splendid Train Service via This Line, to Sioux City, Omaha, Kansas City, Duluth, Ashland, as well as to Milwaukee and Chicago. Call on your Home Agent or Address

T. W. TEASDALE, General Passenger Agent, St. Paul.  
W. H. MEAD, General Agent, 263 Washington Street, Portland, Ore.  
F. W. PARKER, Puget Sound Agent, Yeeler Avenue and Front Street, Seattle.

## TRANSPORTATION. General Steamship Agency.

## THROUGH TICKETS

To and From All European Ports

FROM MONTREAL.  
Allan Line, Laurentian..... Nov. 19  
FROM QUEBEC.  
Dominion Line, Vancouver..... Nov. 22  
FROM ST. JOHN, N. B.  
Beaver Line, Lake Huron..... Dec. 9

FROM NEW YORK.  
Cunard Line, Lucania..... Nov. 21  
Cunard Line, Etruria..... Nov. 28  
American Line, St. Louis..... Nov. 25  
American Line, Paris..... Dec. 2  
White Star, Teutonic..... Nov. 25  
Red Star, Kensington..... Dec. 2  
Red Star, Westland..... Nov. 25  
Anchor Line, Ethiopia..... Dec. 5  
Anchor Line, Furnessia..... Dec. 5  
North Ger. Lloyd, Yahn..... Nov. 24  
North Ger. Lloyd, Meler..... Nov. 28  
French Line, La Gascogne..... Nov. 28  
French Line, Bretagne..... Dec. 6

For rates, berths, tickets, and all information, apply to  
GEO. L. COURTNEY,  
Off. Port and Govt. Sta., Victoria, General Agent.

6 DAYS TO HONOLULU.  
HAWAII, SAMOA, NEW ZEALAND, AUSTRALIA.  
S.S. AUSTRALIA, for HONOLULU only, Dec. 14th, at 10 a.m.

Steamship ALAMEDA sails via HONOLULU and AUCKLAND for SYDNEY, Thursday, December 19th, at 2 p.m.  
Line to COOLGARDIE, Aust. and CAPE TOWN, South Africa.

J. D. SPRICKLE & SONS, CO.  
Agents 111 Montgomery Street, Freight Office, 327 Market St. San Francisco.

## CANADIAN PACIFIC RY.

The only transcontinental route operating its own elegantly fitted sleeping and tourist cars to

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## WITHOUT CHANGE.

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For rates, sleeping accommodation and all information regarding your trip, apply to  
GEO. L. COURTNEY, Agent, Cor. Fort and Government Sts., Victoria.

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## ESQUIMALT &amp; NANAIMO R.V.

TIME TABLE NO. 27.  
To Take Effect at 8:00 a.m. on Monday, Nov. 17th, 1896.

Trains run on Pacific Standard Time.

GOING NORTH.  
Daily Sat'dy only  
A. M. P. M.  
Lv. Victoria for Nanaimo and Wellington..... 8:00 5:30  
Ar. Nanaimo..... 11:35 8:35  
Ar. Wellington..... 12:05 9:05

GOING SOUTH.  
Daily Sat'dy only  
A. M. P. M.  
Lv. Wellington for Victoria..... 8:20 5:30  
Ar. Nanaimo for Victoria..... 8:45 5:45  
Ar. Victoria..... 12:30 7:00

For rates and information apply at the Company's offices.  
A. DUNMUIR, President.  
H. K. PRIOR, Gen. Supt.  
Gen. Freight and Passenger Agent.

## ESQUIMALT &amp; NANAIMO RAILWAY.

Str. "City of Nanaimo."  
W. D. OWEN, Master.

Sails as follows calling at way ports as freight and passengers may offer.  
Lv. Victoria..... Tuesday, 7 a.m.  
Lv. Nanaimo for Comox..... Wednesday, 7 a.m.  
Lv. Comox for Nanaimo..... Friday, 7 a.m.  
Lv. Nanaimo for Victoria..... Saturday, 7 a.m.

For freight or storehouse apply on board, or at the company's ticket office, Victoria station, Store street.

## Pacific Coast Steamship Co'y.

The magnificent steamer Umatilla, City of Puget and Walla Walla, ply between Victoria, B. C. and SAN FRANCISCO DIRECT, carrying Her Majesty's mails.

Leave Victoria, B. C. for San Francisco a.m.  
Nov. 8, 13, 18, 23, 28  
Dec. 3, 8, 13, 18, 23, 28  
Leave San Francisco for Victoria, B. C. a.m.  
Nov. 10, 15, 20, 25, 30  
Dec. 5, 10, 15, 20, 25, 30

The magnificent steamer City of Topeka leaves Victoria for Alaska Nov. 13, 23, Dec. 13, Jan. 12. Due back at Victoria Nov. 25, Dec. 10, Jan. 10, 20.

The Company reserves the right to change steamers or sailing dates.  
R. P. RITHEY & CO., Agents,  
614 W. Ward St. Victoria, B. C.  
GOODALL, PERKINS & CO.,  
General Agents, San Francisco.

## Oregon-Asiatic Steamship Line.

HONOLULU, CHINA AND JAPAN.

ALTMORE, 2,900 tons, dead weight, due here Nov. 25.  
MONMOUTHSHIRE, 4,000 tons, dead weight, due here Dec. 25.

F. C. DAVIDGE & CO'Y,  
Agents North China Insurance Co., Ltd. (Marine).  
Commission Merchants and Shipping Agents,  
—IMPORTERS OF—  
Japanese Rice, Silk and General Merchandise.  
Board of Trade Building, Victoria.



Highest of all in Leavening Power.—Latest U.S. Gov't Report

# Royal Baking Powder

ABSOLUTELY PURE

## COURT OF ASSIZE.

Hon. Mr. Justice McCall Receives Congratulations of the Bench and Bar.

Chief Justice Davis's Remarks on Point Bridge Road to Grand Jury.

When the assizes opened this morning there were on the Bench Mr. Justice Walkem, Mr. Justice McCall and H. A. Honour Judge Harrison, of Nanaimo. The court room was filled with jurors, witnesses and spectators, and inside the rail nearly all the barristers in the city were seated in wig and gown. Before the regular business was proceeded with the Hon. C. E. Pooley, Q.C., rose and stated that as the senior barrister present he had been asked on behalf of the Bar to extend their hearty congratulations to Mr. Justice McCall on his recent elevation to the Bench, an honorable position which his conduct as a practitioner eminently fitted him to fill. Mr. Pooley further stated that Mr. McCall's natural modesty had prevented any ceremony such as the present on the occasion of his being sworn in, as the swearing in took place in Mr. Justice Walkem's private chambers.

His Lordship returned his thanks and said that it was a matter of gratification to him to see the kindly way in which his appointment had been received and especially by the Bar. The most prominent thought in his mind was the realization of how necessary it was for the proper performance of his duties, that there should be a sympathetic relation between the Judge and the Bar.

Mr. Justice Walkem said that it was with great pleasure indeed that he had adjourned another court in order to be present at Mr. McCall's inauguration. He welcomed him as a colleague who would honor the Bench. Mr. Justice McCall had been made from the Bar of British Columbia and all were to be congratulated on the choice made. Mr. Justice Walkem then left the Bench, graciously remarking as he looked at Mr. Justice McCall, "I now resign my seat to abler hands."

After the grand jury was sworn in, Mr. Justice McCall addressed them, saying that he much regretted the fact that the Chief Justice, who had intended taking the assizes, could not attend, although he was glad to be able to say that he seems to be rapidly recovering. The present docket had no serious cases and none of offences against the person, which is a matter for congratulation. He then briefly stated the different cases to them. His Lordship then brought before them the question of the bridge disaster, a question which had been mentioned to him this morning by the Chief Justice during a half hour he had with him. The Chief Justice had given much time and thought to the question and expressed regret that he could not be present to submit his views. He (Mr. McCall) not being a resident here, and having had no opportunity of informing himself, was not prepared to say much, but he took the responsibility and liberty of using the language the Chief Justice would have used had he been here. He quite agreed that it was a matter of importance and one that should they so decide was quite a proper one for the grand jury to consider. He then read a long statement prepared by the Chief Justice. After a reference to the circumstances attending the Point Ellice disaster the Chief Justice said, in part:

We all know that the friends of the victims are taking the cases into court, and we have also been informed that an order has been made staying the proceedings in all the cases except one. This order has been appealed against, and whether it will be upheld is open to question. A score or so of actions against the city, to be taken from court to court, and to every available court in the Kingdom, and every side declaring that there shall be no peace until a result has been reached in the highest court of last resort, which means the Judicial Committee of Her Majesty's Privy Council. What is going to be the expense and cost of this litigation, lasting, as it promises to do, for the next two or three years? Will \$25,000 pay the costs—the bare legal expenses? I do not think it will. Will \$50,000 meet it? Well, that may be nearer the mark, but \$50,000 is a large sum of money with which the city is not likely to be supplied. That the litigation will even supposing them to be ultimately successful, cost the City Council that amount, there can, I think, be little doubt. We hear, or have heard, a good deal about conciliation in these days, and about conciliation, but it seems to me that as regards the unfortunate sufferers from this bridge calamity, a policy of the bitterest coercion is about to be pursued, and the idea of conciliation, or of recompensing the sufferers in the slightest degree, never seems to have suggested itself at all in this case. Is this wise? And why is it that a policy which humanity and feeling for the suffering of other should dictate, and having for its objects the relief of the widow and the orphan, has never suggested itself? I think I know the reason, although perhaps it would not be universally admitted. It is, I think, the fear that by admitting, or even entertaining for a moment the idea of compensating these unfortunate, some point in regard

to responsibility would be given up; that the city, if it ever breathes such an idea as settlement, would be acknowledging that they are to blame. Gentlemen, in view of the aspect of the subject which I endeavored in the first place to lay before you, is not this a false and unmanly way of looking at matters? As I pointed out to you, perhaps no one is particularly to blame, whereas, to speak in a general way, there are comparatively few, who, in the light of experience, may not reproach themselves. But reproach themselves with what? Not with the criminal neglect or culpable negligence, but with want of a degree of foresight which we cannot help thinking might have told us that that bridge was unsafe. Which of us, having been here since 1884, the year the bridge was built, constantly passing and repassing the bridge, will not say to himself, "Why did it never occur to me that a bridge constructed only for ordinary traffic, must, unless materially strengthened, break down after five or six years of tramway traffic which it was never intended for?" I could see that it was never strengthened by additional supports, and why did it never occur to me to sound a note of warning? We read daily letters in the newspapers upon every conceivable topic connected with real or imaginary government, but who ever read a line about the unsafety of the Point Ellice bridge? No, the fact was its insecurity occurred to no one, or if it did he kept his misgivings to himself. Everyone presumed it was safe, and everyone was wrong. How then does it become anyone to heap reproach upon his neighbor? We are equally blame-worthy, and condemn in distress. Such is the infirmity of human judgment.

Let us pursue this subject further. "He gives twice who gives quickly." The winter is upon us, and suffering, hardship, and want, are in store, for many, and particularly for those who have lost their breadwinners through the accident. We are about to expend—squander—\$50,000 in fruitless, pitiless litigation, which will not see its termination for years. Might not this money be put to a better purpose? But, I hear somebody say, "One sufferer alone claims that sum, what can you do with \$50,000?" Another thing to expect to get it, and an entirely different thing again to succeed in recovering it. There are very few suits of this kind, started for high figures, which cannot at the outset be settled for much less than a tithe of the claim. Among lawyers the amount of the claim in suits for damages, whether \$5,000, \$50,000, or \$500,000, is described as a "fourish of the pleader's pen." \* \* \* Gentlemen, my experience is (and I have had some experience in damage cases), that the corporation could compromise such an action practically on their own terms, provided those terms were in the least degree reasonable. Fifty thousand dollars would mean an average of nearly \$1,000 for every victim. There are those who have lost breadwinners, and for whom, I admit, \$1,000 would not be reasonable compensation, but, as I said before, the majority in that awful catastrophe were females and children. I do not for a moment minimize the sorrow and gloom of those who remain, or suggest that a father who has lost a child, or a husband a wife, is not equally entitled to compensation with the mother and children who have lost a father, or a widow her husband, but what I mean is that, practically, cases where the breadwinner is lost, demand a higher measure of compensation. In looking over the list of victims, there would appear to be less than twenty of such cases. You take the other instances, say the loss of a child, dead as that child is, the parents learn to bear with their sorrow, great as it is. They would shrink from detailing their affliction in a court of justice. A hundred dollars, perhaps, to erect a monument to mark the resting place of their little one, or, in some cases, a trifle more, would be all the compensation ever looked for. Probably a majority of the cases are such as this and can be settled at insignificant cost. Surely an effort at compromise should be made instead of driving those who seek recompense to years of merciless litigation. By approaching these people with the olive branch of conciliation, I venture to say that the \$50,000 which you are going to spend in litigation will go a long way towards settling every claim. At all events, the attempt is worth making: "without prejudice," as the attorneys say, let us make the effort. The way in which to manage it will require a little consideration, but where there is a will there's a way, and I am sure there need be no difficulty, and if as a result the council can get all claimants to bind themselves to accept a sum which they feel justified in asking the ratepayers to pay, a by-law can be submitted for that purpose, and would, I am sure, be cheerfully passed by the ratepayers. \* \* \*

But, let us consider further into this matter. The city is about to expend \$125,000 or \$150,000 in the building of a new bridge, and what is the occasion of building it? I have seen the question repeatedly asked in the newspapers why the city did not repair the existing bridge, which, with the expenditure of a few thousand dollars might be made serviceable for years to come, and I have never seen that question satisfactorily answered. On the contrary, the general opinion seems to be that the good use might be made of the existing bridge. Are we not in proposing to build this new bridge and refusing to repair the old one, met with, and is there not underlying the refusal to even consider how far the present bridge can be made serviceable, exactly the same sentiment which I have endeavored to expose, and which has hitherto prevented the mention and the thought of conciliation? Is not the reason the true reason, and that Point Ellice bridge is not restored that if restored, it might be tantamount to an admission that its original constructors, or the Government under whose adminis-

tration it was built, were free from blame, and that this bridge which they put up was a suitable structure, and would have continued suitable for years to come if the city had done its duty in properly repairing and strengthening it? Gentlemen, once more, let us get rid of this endeavor to relieve ourselves of blame, and to shoulder it onto others. Suppressing the thought of the kind from our minds, and endeavor to realize and always remember that it was a common calamity, and endeavor to do what ever is possible to relieve the agony which has been occasioned, and at the same time do the best for ourselves, for, if we do not view it in that light, but continue to look at it through the spectacles of our own justification, we shall have the occasion of continuous wrong and affliction to those whom we might relieve, besides taking the burden of a frightful responsibility upon ourselves. The existing bridge can be repaired, doubtless it requires strengthening, and while I do not profess to be an engineer or to have scientific or mechanical knowledge, I venture to say that \$5,000 expended on the bridge would go a long way towards making it sufficient for ordinary traffic, and tramways as well.

I observed when first this accident occurred, what I thought was a very laudable disposition on the part of the Tramway Company to contribute towards the bridge across Point Ellice. Is it not likely then, that if a feasible scheme of compensating the sufferers had been brought forward, this company might have been induced to assist? I am afraid now it is too late, because it appears that the company has become bankrupt. I know that I am approaching somewhat delicate ground in alluding to the Consolidated Railway Company, because I have observed that the company is, according to the newspapers in rather bad order, and its going into the hands of a receiver is attributed solely to a desire to escape responsibility. Such may of course be the case, but I am disposed to think such is not the principal reason for its present condition. It is common knowledge that the tramway, up to the time of its being taken over by the new company, had been a losing concern. It is reported that at the time of the accident, it was about paying its running expenses and the interest upon the money borrowed; but if it is a fact, as I understand it, that since the accident it has been running behind, and has been operated at a loss of \$100 per day, owing to the Esquimalt traffic being shut off and its other lines impeded, it is not to be wondered at that the concern has gone into the hands of a receiver. To have avoided that state of things, the company would, judging from the overruns, have had to make contributions, have gone a long way to have saved themselves, and a few remarks as to the condition and status of a company such as this, not particularly directed to this company, but to all enterprises of a like nature, may not be out of place. In floating companies of this kind, there is one almost invariable course pursued. People do not put in very much of their own money. Hardly ever is a railway, tramway, or other large undertaking, constructed with the immediate money of the promoters. People have not, as a rule, money enough for that purpose, or if they have, are not going to risk their life in one thing. The promoters find ten or perhaps twenty per cent. of the money needed to carry out the undertaking and borrow the balance upon mortgage, under which there is no personal responsibility, and issue debentures. Then if the thing comes to grief, they lose their ten or twenty per cent. of the investment, but the debenture holders will have to take the concern for the balance. It is not likely that the Consolidated Railway Company was organized on any other plan, and in view of the utter want of sympathy which they found in the community, it was not likely they were going to throw good money after bad, even if they had it. But remember the subscribers to the companies are composed of all classes, largely of the laboring classes, who are induced to withdraw their savings from the savings banks and put them into these enterprises as offering a fair chance of profit. So in dealing harshly with, or crushing these companies, you are not getting even with the rich soulless corporation, but are financially ruining people working people and servant girls whose savings are thus lost. It was not likely that this or any other company would continue to operate long under the conditions in which they found themselves.

When we come to look now at the matter we can see how much better it might have been, when the tramway showed a disposition to make a fight for its life and came offering to contribute towards the bridge, that it should have accepted their co-operation, and to have met them as brothers in distress, if only for the selfish purpose of seeing how much could be got out of them in their effort to save themselves—a chance now apparently gone forever. But even if the city now has to approach the matter alone, I think I have proved to you conclusively that economy and good judgment will be practiced, to say nothing of charity and humanity, by the city taking steps to find out how the matters can be settled and compromised instead of fighting lawsuits, the full cost of which can at the present time be hardly estimated. Then, what if the city should lose the suits in the end? What would it cost then to settle what now might be compromised for \$50,000 or so? If once it were established that the city was legally liable, the donors of these claimants and others would know no bounds, and where the liability would end, no one can foretell. Therefore, not only reason, justice and humanity, but common sense, prudence

and self-protection, dictate the only one course, and that is the course of conciliation and the endeavor to repair the wrongs and sufferings which have occurred.

Now, a few words upon a different subject. We have a city of which we can truthfully say that it has no rival, or at least no superior on the continent, as a resort for the pleasure seeker and for those who desire a delightful home. But somehow our population is not increasing. I will not dwell upon the results following the recent elections in the United States as a proof that where confidence is given to capital, there industries fly into existence like magic, and there is abundant work for the laborer, the artisan, and everyone else, instead of money being hoarded in the hands of the few; nor will I suggest, because I do not believe it to be the case, that the good sense of the community fails to recognize obvious truths, but everyone will agree that if we want people to come here and spend money, we must encourage them. Do the roads and streets of the city encourage anyone to come here, whether he be the man of wealth who can keep his carriage, or one of the more numerous members of society whose chief method of locomotion is his bicycle? We ought to make the place attractive. Here you are going to spend \$150,000 or \$125,000 to build a bridge, which, if you will throw aside sentiment, and the insane idea that thereby you are escaping some fancied responsibility, or perhaps shouldering it onto someone else, you can do without. Why not spend that money and perhaps a little more upon your roads and streets, which will benefit everybody, and make the whole city comfortable and attractive. I am sure that if the savings in springs and axles and the tires of the carriages and carts—used upon the streets, would pay the yearly interest and sinking fund, on the money borrowed to be so expended.

Victoria is a stopping place on the highway to Alaska, a traffic which will surely increase largely in its proportions and is also the port of entry and departure of ships for the Orient, Australia, California and other places. The more inviting Victoria is, the longer the passengers to and from these places will be tempted to stay, and the more to make this their home permanently. Besides this a large mining population is being now attracted to our country. Why should they not many of them make their dwellings here, and bring their families with them? It all depends upon how attractive you can make the place, but dilapidated roads and streets will never encourage them.

You have all these matters I have been speaking of in your own hands, but if the ratepayers are apathetic and pay no heed to the way the city is governed, or to the principles advocated, it can only be expected that injustice, stagnation and discontent will ensue, whereas as a proper reward, and due vigilance in your own interests will insure a thriving, contented and happy community.

At the conclusion of the reading of the statement His Lordship said that the grand jury were perfectly independent and anything they might do would have great weight. Court was then adjourned until 2 o'clock.

The case of Queen v. Wm. Grimm, charged with personation or illegal voting, was commenced this afternoon. Mr. Fell appears for the Crown and Mr. H. D. Helmcken, Q.C., for the defence. The charge is that accused on 23rd of June last at the Dominion election voted at the city hall and also at the Wyllows. The grand jury found a true bill. At the same time in another room the charge against Young Bros. for keeping a nuisance in the shape of a piggery at the corner of Carey and Boleskine roads is being heard. Judge Harrison is the presiding judge. R. Cassidy for the prosecution and F. B. Gregory for the defence.

**How to Cure Bilious Colic.**  
I suffered for weeks with colic and pains in my stomach caused by biliousness and had to take medicine all the while until I used Chamberlain's Colic, Cholera and Diarrhoea Remedy which cured me. I have since recommended it to a good many people. Mrs. F. Butler, Fairhaven, Conn. Persons who are subject to bilious colic can ward off the attack by taking this remedy as soon as the first symptoms appear. Sold by all druggists, Langley & Henderson Bros., wholesale agents, Victoria and Vancouver.

Some people won't advertise, but they put signs over their doors, send out travellers, print their imprints on their envelopes and letter heads and checks, paint signs on their delivery wagons, pay for extra large type in the business directories, and watch the trade papers for items of personal mention. A man sometimes snores in his sleep, but he is unconscious of it.

**DIED.**  
CRAFT—At his residence, "Sunnyside," Victoria West, on the 16th instant, William Craft, a native of Rochester, Kent, England, aged 58 years.

The funeral will take place to-morrow (Wednesday) at 1:45 p.m., from the residence as above, and at 2 o'clock at St. Saviour's church, Victoria West. Friends will please accept this intimation.

**WATSON**—At the family residence, Jessie Watson, Victoria West, on the 16th instant, Hannah Matilda Watson, (and her infant baby) the beloved wife of Mr. Thomas P. Watson, and daughter of Mr. Mark Parsons, aged 23 years.

The funeral will take place on Thursday, at 2 p.m., from the residence as above.

## THEOSOPHY

A Public Lecture will be delivered at THEOSOPHICAL HEADQUARTERS, 28 Broad Street, on

WEDNESDAY AND THURSDAY EVENINGS, by the Rev. W. E. Copeland, Salem, Oregon. Wednesday subject: "The Mystery of the Cross." Thursday subject: "Theosophy and Spiritualism." 8:10 p.m.

## Victoria Building Society.

The 54th Drawing for an Appropriation in connection with the above society will be held at Sir William Wallace Hall, Broad Street, on Thursday, the 19th November, 1896, at 8 p.m. See that your shares are in good standing. By order.

A. ST. G. FLINT, Secretary.

# Wedding Presents.

JUST ARRIVED, AN ELEGANT LINE OF :

Cutlery, Fish Knives, Silverware, etc.

Suitable for Wedding Presents, at Rock Bottom Prices.

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# Ex "WYTHOP."

Rodels and Fils' Sardines, in 1's and 2's  
Cockburn's Celebrated XXX Port Wine,  
(In case and bulk.)

Bollock Lade's Special V.O. Whisky.

Loch Katrine, in Imperial quarts.

Heather Dew Scotch.

Caledonian Scotch.

Barton & Guesnier's Renowned Clarets,  
(In pints and quarts.)

St. Julien and Medoc.

AND A SELECT LINE OF FANCY GROCERIES.

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ELECTRICAL and BICYCLE WORK.

Expert Work a Specialty. Satisfaction Guaranteed.

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Five Sisters Block.

## The Silver Bell Mining Co.

Assays from Surface Ore:—\$42.35, \$42.56, \$42.99, \$43.00, \$43.30, \$45.25. Lead 20 feet wide, pay streak 3 feet.

Situated two miles from Rossland, B.C., has good shipping facilities and all other conditions favorable for a paying mine. Price of Treasury Stock seven (7) cents, subject to raise without notice.

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VICTORIA, B. C.

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## W. J. R. Cowell,

(B.A., F.G.S.)

Mining Engineer and Assayer,  
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## REMOVAL.

Mr. and Mrs. Kosche

Have removed their HAIR DRESSING PARLORS to 43 Government street, opposite St. M. Johnson's, where they will be pleased to welcome old and new patrons.

## J. PIERCY & CO.

WHOLESALE DRY GOODS.

FULL LINES OF...

BLANKETS, FLANNELS, UNDERWEAR, UMBRELLAS and WINTER CLOTHING.

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